Volume 53

TRANSCRIPT 4/29/31

$500,000 Building Planned at Tunnel

Curley Would Combine Police Station and Transit Offices in Single Structure

Mayor Curley held a conference today with officials of the police department, the printing department and the Transit Commission with a view to speeding up proposed construction in these departments, totalling $825,000.

The mayor announced that instead of going ahead with the new police station planned for the West End to replace Stations 1 and 3, for which $350,000 was recently appropriated by the City Council, he will offer an order to the council Monday under which this sum would be expended for a station in Hanover street at North street, over East Boston tunnel. With this building would be combined the offices and administration building of the Transit Commission, for which an additional $150,000, already appropriated for this purpose, would be available, making the total cost of that building $500,000.

The matter of a new Joy street station, the mayor said, would be postponed for another year.

The printing department has available for its new building an appropriation of $325,000 and the mayor is desirous of hastening work on this project. Present at the conference were Police Commissioner Eugene C. Hultman, William J. Casey superintendent of the printing department, and Colonel Thomas F. Sullivan chairman of the transit commissioners.

Walsh Will Give Oration on July 4

United States Senator David I. Walsh has accepted the invitation of Mayor Curley to deliver the Independence Day address in Faneuil Hall at 11 A.M., July 4. The selection followed the declination of a similar invitation extended to Owen D. Young, which led Councillor Francis E. Kelly of Dorchester to assail the mayor for slighting Former Governor Alfred E. Smith of New York.

Must Return $450 Paid in City Doles

Mrs. Philomena Di Giangonmenici, fifty-four, of 114 Carlisle street, Newton Center, who had collected city doles amounting to $450 for her four children, was arraigned in the Newton District Court today on charges of making an illegal sale of liquor to a police officer and keeping and exposing liquor for sale. On the first charge she was found guilty and fined $100 and on the second was sentenced to a month in the House of Detention. The sentence was suspended for one year.

She was also ordered to pay back the $450 to Miss Florence Fitzgerald, director of the public welfare department, who appeared in court to collect the money or secure a warrant for larceny.

Mrs. Di Giangonmenici was arrested following a raid at her home after she had sold liquor to an officer. In searching the premises the police discovered 250 gallons of wine and also discovered $7000 hidden in a pillow case. The woman denied that the money was hers, saying that it belonged to a relative.

City of Boston 109 Years Old Tomorrow

Mayor Curley asks that citizens of Boston observe the 109th anniversary of the city's first city government tomorrow by the display of the civic emblem and special exercises in the schools, suggesting that the keynote of the celebration be "loyalty to America and its principles; loyalty to Boston and its splendid traditions; loyalty to the teaching and conduct that make for a contented, city, a peaceful community and a united, harmonius people."

Curley, Friend of McAleer Sends Mrs. McAleer Regrets

When the late James R. McAleer of Youngstown, O., purchased the Red Sox baseball team from John I. Taylor, one of his first acts was to send a bronze courtesy pass to Mayor Curley, who had been elected congressman from the Twelfth Massachusetts district and which was good for admission and reservation of seats in every baseball park of the United States.

Mayor Curley never forgot the courtesy of the late Mr. McAleer and was enabled to enjoy his courtesy in Washington during his term as a member of Congress.

The following telegram was addressed by Mayor Curley to Mrs. James R. McAleer, the widow, this morning:

Dear Mrs. McAleer — Kindly accept a deep assurance of my sympathy and sorrow in the death of your beloved husband, former owner of the Boston Red Sox BaseBall Club. He assembled in Boston one of the greatest baseball clubs ever organized and which won both the American League pennant and the world championship. His remarkable personality, untiring friendship and congenial character made him a towering figure in baseball. He was one of the most popular men ever associated with the national game in America.

JAMES M. CURLEY, Mayor.

TRAVELER 4/29/31

HUB ITALIANS TO HONOR LATE FLIERS

Mayor Curley to Attend Airport Exercises

A wreath of flowers honoring the memory of three Italian aviators killed recently in an accident at Mariana Di Pisa, Italy, will be dropped into the water near the East Boston airport, Sunday afternoon at 3 o'clock.

The men who lost their lives, Umberto Maddalena, Lt. Fausto Cecconi and Sgt. Da Monte, were considered outstanding Italian aviators.

The wreath will be blessed by the pastor of the Sacred Heart Church, North square. The Italian consul, representatives of the Italian Legion, Mayor Curley, members of the Grand Lodge of the Order of the Sons of Italy, and the Italian Chamber of Commerce will be present at the airport. Circolo Luce of East Boston is in charge.

RECORD 4/29/31

Appointed to Board of Zoning Adjustment

Mayor Curley has appointed Assistant Corporation Counsel H. Murray Pakulski as a member of the board of zoning adjustment, to fill the vacancy caused by the resignation last week of Atty. Leo Schwartz, counsel for Police Commissioner Hultman. Schwartz's resignation was requested by the mayor.

MOSQUITO FLEET YACHT CLUB ORDERED MOVED

Moving the Mosquito Fleet Yacht Club away from the new L street bath house was ordered yesterday by Mayor Curley, in a notice to Park Commissioner Long. The new bath house for women comes so close to the yacht club that the mayor decided the club must go. Yachtsmen say that it would not be a very costly matter to move the club to another site on the shore.

HERALD 4/29/31

CHARGE CITY RELIEF HITS SMALL GROCER

Charging discrimination by the city of Boston against the neighborhood grocer, representatives from 19 wholesale grocery houses in the city met yesterday at 117 Commercial street and appointed a committee to draw up a petition to halt further issuance of welfare checks, the recipients of which can buy groceries only at chain stores.

Samuel Berger, who presided, said those who now are given financial aid by the city have no alternative other than to cash their checks at one of three large chain store groups. He said that the small grocers who normally handle much of the business of the poor, and who gave them much credit during the period of depression, have been robbed of their business by the welfare board.

The committee was ordered to draw up a petition which will be presented by the wholesalers to Mayor Curley within a few days. They ask that the recipients of relief be permitted to cash their checks and make their purchases at their neighborhood stores where they in normal times trade.

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outcome of a happy thought, sponsored by no organization but made delightfully worthwhile by a group of men whose only point of common contact is an activity in the realm of sport where the horse is the outstanding factor. Not quite a fact is the statement that these men have nothing to sell in promoting the banquet. They really have had last night more than 950 men and women most efficiently sold good fellowship, the promotion of which is the sole object of this annual get-together.

Visiting around the foyer or banquet hall one could fancy himself in several places of gripping interest within a few moments; the indoor horse show at Boston Garden, the steeplechase races at The Country Club or Raceland, an open air show, Chestnut Hill, Cohasset, Millwood, Maresfield, Metropolitan or Winchester, a harness race meet on the Bay State Circuit or a Grand Circuit meet at Hartford or Goshen; Brockton, Springfield or some of the other Fall fairs and a hunt club run at Myopia, Norfolk Dedham or Groton.

Among Those Present

Quartered in real stalls in the foyer were such well-known horses as Hollywood Dick, a trotter with a record of 2:00¼; Flag of Fashion, a thoroughbred runner with 35 victories in 39 starts to his credit; Royal Ace, a polo pony of high quality; Treasure Boy, a champion saddle pony; Show Me, a frequent winner on the running turf; Bucephala, champion Morgan mare; the five-gaited saddle champion, Flowing Gold; the prize-winning Hackney harness pony, Jasmine; Lexington, a superb type of a woman's saddler; the hunters, Lady Luck, Jenny the Wind, and Jim.

These splendid animals held the attention of the diners for half an hour before the banquet hall doors were opened.

As soon as the guests were seated a trumpet sounded and into the hall came a gray horse pulling a Victoria, driven by Mayor Curley. Then as the band struck up "Hail to the Chief," Gov Ely appeared on the stage riding a handsome charger.

As the Governor left the stage Miss Marjorie Leadbetter appeared on an Arabian saddler and sang The Star Spangled Banner. At her side, mounted on a Welsh pony, was Sally Scudder, bearing the flag.

Through the dinner music was furnished by the 110th Cavalry Band and the Meistersingers. The vocal and instrumental numbers naturally all carried a flavor of the out of doors. The stage setting at first represented the outside of the Horse Lovers' Inn, then the living room with a huge fireplace and inside chimney.

SENATOR WALSH CHOSEN FOURTH OF JULY ORATOR

United States Senator David I. Walsh of Massachusetts will deliver the address at Faneuil Hall at 11 a m, July 4.

Since 1783 Boston has provided patriotic ceremonies at Faneuil Hall on that day and among the orators have been some of the most famous men produced by Massachusetts.

MOSQUITO FLEET CLUB MUST MOVE

Mayor Finds It Too Near New Bathhouse

Mayor Curley yesterday directed Park Commissioner Long to arrange for the removal of the Mosquito Fleet Yacht Club building on the Strandway, South Boston. The new bathhouse for women comes so close to the yacht club that the Mayor decided it must go.

The club was formed 42 years ago to race and sail small boats, and the next year the first club building was erected. The membership grew rapidly and it became necessary to enlarge the quarters in 1893.

Many of the leading residents of South Boston became affiliated with the club, whose roll contains more than 300 members.

There have been suggestions that the club would seek a new position on the Strandway nearer to City Point and the order of Mayor Curley will, no doubt, start the club into action along this line. Yachtsmen say that it would not be a very costly matter to move the club to another site on the shore.

CITY OF BOSTON 109 YEARS OLD

Mayor Asks Anniversary Observance Tomorrow

In honor of the 109th anniversary tomorrow of Boston's first City Government, Mayor Curley yesterday issued the following proclamation:

"The 109th anniversary of the organization of Boston's first City Government occurs May 1, and marks the close of 109 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been notable.

"Our civic emblem, the flag of Boston, should be displayed upon May 1 alongside of Old Glory, that our citizens may thus make these flags the symbols of their loyalty to the Constitution and the law, an evidence of their devotion to the principles of American government and an expression of their love for the city of their homes.

"I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized, that our children may be impressed with the nobility and patriotism and the worth of nationalism, to the end that the spurious virtues and illusory values of factitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls. I emphasize these things on May 1 in view of the vicious propaganda now prevalent that aims to color the impressional mind of youth and poison the soul and sap the solidarity of the Nation at its source.

"I ask that the keynote of the celebration May 1 be loyalty to America and its principles; loyalty to Boston and its splendid traditions; loyalty to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people, who, despite depression and unemployment, have not lost faith in American institutions."

ABBOTT AND BOLTON RESIGN CITY POSTS

The resignation of two Boston officials from unpaid commissions, one because of a European trip and the other because of poor health, was announced yesterday by Mayor Curley.

Gordon Abbott resigned as a trustee of the Boston Public Library and Charles K. Bolton withdrew from the Commission for the Marking of Historical Sites.

At the same time Mayor Curley announced he had appointed Asst Corporation Counsel H. Murray Pakulski to the place on the Board of Zoning Adjustment vacated by Leo Schwartz, legal adviser to the Police Department.

The Mayor expressed regret that Mr Abbott and Mr Bolton were compelled to resign and paid high tribute to their splendid service.

MAYOR CURLEY TALKS TO SOCIAL WORKERS

Mayor James M. Curley was the honor guest and speaker last evening at the Social Workers' meeting and supper in the Cathedral Church of St Paul. The Mayor spoke in the interest of charitable and social work, discussing plans for the relief of the unemployed, the maintenance of hospitals, nursing service and health units, and the general betterment of conditions among the needy. He referred to his appeal "Now-and-When Making a Will—Remember Boston," an appeal that seeks help for all, regardless of race, creed or color.

Rev George L. Paine presided. The service was conducted by Rev Dr Angus Dun of the Episcopal Theological School in Cambridge. Rev Dr Dun spoke of the progress of social work and commended the work of hospitals and social workers.

There were 125 guests present.

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HORSES GUESTS AT BANQUET

Thoroughbreds Given Great Reception in Boston Hotel Ballroom by 950 Admirers

AT THE ANNUAL HORSE LOVERS BANQUET

By FRANK G. TROTT

Back in the stage-coach era travelers arriving at an inn frequently had to pass through a stable yard, but probably never before last night have the guests of a modern hotel experienced the novelty of entrance to a dining room through a stable.

Sterling performers of the race track, show ring, polo field, hunting course and bridle path were honored guests at the third annual horse lovers' banquet at Hotel Statler, which accounts for this out-of-the-ordinary occurrence.

Perhaps these dozen thoroughbreds did not particularly care for their improvised stable quarters in the foyer of the hotel ballroom, and likely as not they were not impressed by the hearty reception accorded them as later in the evening they appeared in Arthur Lovsey's attractive miniature ring in the banquet hall, but there is no doubt as to the enjoyment they gave the men and women who had assembled to register their admiration of the horse used for sport and recreation.

Result of Happy Thought

This Spring gathering of lovers of the horse has come to be accepted as a most unusual affair, as unique in its few hours of active life each year as in the purpose of its being, and that of last night reached the seemingly impossible in surpassing the highly entertaining novelties that made such a tremendous hit a year ago.

The horse lovers' banquet is the

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MULLEN'S GEMS SOUR ROXBURY

Mayor's Representative Told That Emerson and Thoreau Do Not Interest His Audience

Roxbury citizens have a deep and abiding interest in such mundane matters as street lighting, traffic signals and schools. They care nothing for the cosmic thoughts of such enduring literary lights as Emerson, Thoreau and statesmen like George Frisbee Hoar. Thomas A. Mullen, director of the commercial, industrial and publicity bureau of the city of Boston, found that out last night.

Mullen, representing Mayor Curley at a meeting of the community organizations of Roxbury, held in Community Hall under the auspices of the Roxbury Civic League and Improvement Society, gave a flowery oration, touching on the pulchritude of the women of Roxbury and the glory of the Concord literary men.

Chairman George Melhado, former president of the Roxbury Board of Trade, sat patiently through several elegant quotations from Emerson and Hoar, and exuberant praises of Alcott and Thoreau, but when Mullen had finished, the chairman promptly and emphatically asked him if he wouldn't say something to the Mayor about the condition of the street lighting in Roxbury.

Mullen dismissed the suggestion with the remark that he was familiar with the complaint, inasmuch as he had heard assertions from every section of the city, each one claiming its own street lighting was the world's worst. He then started to leave the hall, but before he had reached the doors, Melhado resumed the subject, made a declaration that amounted to a stiff calldown, and cautioned other speakers.

"The remaining speakers," the chairman said, "are requested not to quote Emerson and Thoreau, but to tell us what they can do for Roxbury. That's what we're interested in, and that's what we're here for."

The remaining speakers, all residents of Roxbury, did.

Among the subjects discussed by the gathering of 400 were street lights, traffic signals and schools. It was suggested that the residents get together and demand a traffic light system "to protect the children." Among the speakers were Lieutenant-Governor Youngman, who spoke before the Mullen incident; Richard J. Lane, chairman of the board of commissioners of school buildings; Judge Frankland W. L. Miles, president of the Roxbury Board of Trade, and Miss L. Gertrude Howes.

SAVES $22,000 ON COAL DEALS

City Benefits From New Contract Prices

Coal contracts signed yesterday by Mayor Curley netted a saving of $22,000 for the city treasury in comparison with the prices paid last year.

For heating the city's institutions and public buildings and getting up steam on the police and fireboats, Boston has contracted to buy for the year 66,200 tons of coal at a total cost of $405,427.

Bids submitted to Purchasing Agent Philip A. Chapman revealed the Standard Coal Company as the lowest bidder for the largest contract totaling $306,274. This will provide 41,000 tons of nut and semi-bituminous at an average price of $5.45, and 6500 tons of anthracite at $4.28.

The North American Coal Company of 114 State street, was the lowest bidder on coal to be delivered at the Long Island Hospital and the Deer Island House of Correction. The contract amounts to $79,353, with the coal ranging from $5.35 to $6.57 delivered down the harbor.

MARKS SPOT WHERE MAYOR WAS TAGGED

To mark the spot where the tag was placed on Mayor Curley's car on Province street, Charlie Ofra, the barber in whose shop the Mayor was being shaved when the patrolman was busy, yesterday painted a long stripe of yellow along the curbing.

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CHANNEL PROPOSAL FAVORED AT HEARING

Mayor, Gow, Rourke See Development Advantages

Support of the proposed development of Fort Point Channel was given at a hearing yesterday before the Ways and Means Committee of the Massachusetts House of Representatives, which had before it the report of the special commission on channel improvement. The legislation calls for a total expenditure of $6,821,800.

Charles R. Gow, a member of the special commission, said that to carry through this proposed fill it will be necessary to construct a conduit system to convey the Dorchester and Roxbury sewage and storm flows beyond the Dorchester-av Bridge. This involves an estimated cost of $3,282,000.

At the present time, Mr Gow said, there is more or less a health menace there due to the fact that the sewage is not readily disposed of by tidal action.

Mr Gow pointed out that the Dorchester, Broadway and Dover-st Bridges now cost approximately $87,000 in maintenance charges annually, while the Dorchester-av Bridge will soon have to be replaced at an estimated cost of $800,000. Therefore, he said, there would be a substantial saving by the city in the elimination of these bridges.

There would be the benefit to the passengers using the New Haven Railroad, he said, because conditions limit the number of trains over "the bottleneck" bridge there.

Joseph A. Rourke, Public Works Commissioner of Boston and a member of the special commission, declared that while "we are all agreed that the project should go through, the advantages to the city are a little overdrawn."

Mayor Curley, speaking for the bill, declared that many concerns have left that area, and said that he [illegible]ed that the project as outlined would be of tremendous benefit to the railroad and some real benefit to the city.

He said the present waterway is unsightly and unsanitary at low water.

Arthur P. Russell, vice president of the New Haven Railroad, declared that the project would be of great benefit to the traveling public, and that the railroad, through bearing [illegible] percent of the construction cost plus handling the fill, would save the State about $1,000,000.

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MAYOR SAYS DOYLE'S SUSPENSION TOO EASY

Writes Hecht on Charge of Attack on Woman

Chairman Simon E. Hecht of the Board of Overseers of Public Welfare will receive a letter from Mayor Curley today declaring that indefinite suspension is not sufficient in the case of William R. G. Doyle, a visitor employed by the oversers, who has been in the city service 29 years. The inference was the Mayor feels Doyle should be discharged.

Reports reached Mayor Curley that a Mrs Nellie Young of 169 West 8th st, South Boston, last Friday accused Doyle of attacking her in a side room at the overseers' building on Chardon st. The woman was taken to the Haymarket Relief Station and later notified the police that she would not prosecute.

A report was received late yesterday from Secretary Walter V. McCarthy of the overseers regarding the case; that it had been heard by the oversers and that Doyle had been indefinitely suspended.

According to Mr McCarthy's report to the Mayor, the former "had been informed that Doyle asked Mrs Young if she would have a drink or had any objection to a little petting." The latter also stated that the husband of Mrs Young told the overseers that the parties were acquainted when Doyle worked in the City Hospital, and that Mr Young did not want Doyle dismissed from the city's employ.

Young was drawing aid from the city and last Friday was out seeking work while his wife went to Chardon st to draw from the city.

CONTRACTS FOR $54,000 ON STREETS AND SEWERS GIVEN

Contracts aggregating more than $54,000 were awarded yesterday by Mayor Curley for bitulithic and sheet asphalt paving, sewerage, surface drains and sanitary sewers.

Among the principal contracts were: Sanitary sewers and surface drains on Northern av, South Boston, $29,679; bitulithic pavement in Linden st, Ward 15, from Adams to Juliette sts, Seminole st, Ward 18, from Cummins Highway to Wood av, to Henry F. Malley, lowest bidder, $13,589.90, to be completed on or before Aug 1, 1931; sewerage works in Northern av, South Boston, to DeCristofaro & Bros Co, lowest bidder, $19,300.80, to be completed on or before July 11, 1931; sewerage works in Butler st, between Adams st and Branch st and outlet in Huntoon st, Dorchester, to John Williams, lowest bidder, $10,958.75, to be completed by July 11, 1931; sheet asphalt pavement in Iroquois st, Ward 10, from Darling to Sachem st, Pleasanton st, Ward 12, from Homestead to Ruthven sts, to Appel & O'Toole, lowest bidder, $5933.45, work to be completed by Aug 1, 1931.

960 NOW EMPLOYED ON GOVERNOR SQ JOB

Sullivan Obtains Right to Hire 200 More

Col Thomas F. Sullivan of the Transit Commission yesterday notified Mayor Curley that there are now 960 men employed in the three shifts on the Governor-sq job, and the Mayor late yesterday announced that he had approved permission to add 200 additional men on the job.

The letter of Col Sullivan to Mayor Curley:

"I am sending you herewith blueprint of chart showing the gradual increase of the labor force on the Governor-sq job from its beginning in January until the close of business Thursday, April 23. The total number of the labor force as of that date is 960, which includes 470 on the day shift, 240 on the evening shift from 4:30 to 12 midnight, and 250 on the night shift from 12 midnight to 8 a m.

"Your permission is requested to employ 200 additional men, as conditions now make it possible to utilize this force."

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BARBER PAINTS CURB WHERE MAYOR'S AUTO WAS TAGGED

Charlie Ofria Spreads Yellow on Historic Stone on Province St, Opposite Which Battle of a Thousand Words Was Launched

Another historic spot in Boston was marked yesterday when a broad yellow stripe was painted along the curb in front of the barber shop of Charlie Ofria at 9 Province st, where the tag that launched a thousand words was hung on the car of His Honor, the Mayor.

The painting was done by Charlie Ofria himself, who said he had had the can of paint in his shop for several months and had planned to paint the strip of curbing in front of his shop long ago.

Charlie declined to comment on the controversy that followed the tagging of the Mayor's car, but did relate the details of the event that precipitated the verbal battle.

"The Mayor's car was parked in front of my place only a minute or two and the Mayor was in the chair, when I saw Dolan fooling around the car. I said to the Mayor, 'I think that cop is tagging your machine,' but he only laughed. The chauffeur had gone down to City Hall on an errand and he found the tag when he came back."

While he talked Charlie applied the brush in lusty fashion, using up the whole can of paint. He had just completed the job when a news photographer approached and unslung his camera.

Charlie took one look at the camera, glanced hastily down Province st to School st, where the Mayor's machine was parked in front of City Hall on the left-hand side, and then popped into his shop, closing the door with a definite bang behind him.

DENIES ANY TAX RACKETEERING

Parsons Takes Issue With Mayor's Charge

Maurice E. Parsons, attorney, of 9 Beacon street, in an open letter to Mayor Curley, taking issue with the Mayor's "war on tax abatement racketeering," yesterday declared the "avalanche of petitions for abatement on property in the sum of $150,000,000 is not the result of racketeering, but a mighty groan of the overburdened taxpayer who smarts under the lash and whips of the taskmaster of the Pharaohs."

The taxpayers should not be indicted, but instead the present tax system stands already indicted before the bar of public opinion, he says.

Mr. Parsons asked for a half hour conference with Mayor Curley.

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STADIUM GAME IS SANCTIONED

Dartmouth and Stanford to Meet Next Nov 28

Protest of Boston College Alumni Withdrawn

Mayor Gives Approval as Result of Action

By VICTOR O. JONES

New England football fans will be afforded the opportunity of seeing either the Dartmouth-Stanford intersectional football game or the Boston College-Holy Cross clash on Saturday afternoon, Nov 28, it was definitely announced yesterday afternoon after two conferences involving the Harvard, Dartmouth and Boston College athletic leaders.

Edward A. McLaughlin, president of the Boston College Alumni Association, after a noon luncheon at the Harvard Club with William J. Bingham, Harvard's athletic director, and Henry R. Heneage, director of athletics at Dartmouth, formally announced the withdrawal of his protest against the playing of the intersectional clash when it would conflict with the annual Boston College-Holy Cross meeting.

B. C. Protest Withdrawn

After the luncheon Mr McLaughlin attended a conference at Mayor Curley's office, where Mr McLaughlin officially announced his withdrawal of the protest. The Mayor then called Director Bingham, informing him that the game could be played if the teams could use the Stadium, and Bingham announced that the Stadium was open for the Dartmouth-Stanford football teams Nov 28.

McLaughlin made the following statement to Mayor Curley:

"I have just had a conference with William J. Bingham, director of athletics of Harvard University, and Harry R. Heneage, supervisor of athletics at Dartmouth College. Both Mr Bingham and Mr Heneage expressed to me their sincere regret that the scheduling of the Dartmouth-Stanford game at Harvard Stadium had created a situation which under any circumstances might prove embarrassing to Boston College.

"They both assured me that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them the matter would have been handled in a way which would have prevented the present unfortunate conflict.

"The Boston College Alumni Association, therefore, feels that rather than deprive lovers of football of an opportunity to witness this classic that under all circumstances it would be well if Dartmouth and Stanford were allowed to play at the Harvard Stadium on Nov 28, 1931.

"I, therefore, request that your Honor reconsider the decision which you announced in your letter to Mr Bingham under date of April 10, 1931."

Mayor Sanctions Game

Upon receipt of the communication from Mr McLaughlin, Mayor Curley addressed the following communication to William J. Bingham, director of athletics, Harvard Athletic Association:

"My dear Mr Bingham:

"I am in receipt of the accompanying communication this day, which I beg to forward herewith, submitted by the president of the Boston College Alumni Association, in which he states that Boston College alumni is agreeable to the game which Dartmouth and Stanford Universities desire be played at the Harvard Stadium Nov 28.

"The action as taken by the Boston College alumni is both sportsmanlike and commendable and objection having been withdrawn by them to the holding of the game, I know of no reason why I should withhold approval.

"You are at liberty to inform Pres A. Lawrence Lowell of Harvard University and the representatives of Dartmouth and Stanford Universities as to the decision arrived at.

"Respectfully,

"James M. Curley, Mayor."

Stadium Available

On receipt of the Mayor's letter Director Bingham issued the following statement:

"I have been informed of a letter written me today by His Honor Mayor Curley in reference to the Dartmouth-Stanford football game which originally was scheduled to be played in the Harvard Stadium on Nov 28, 1931, subject to approval by the Mayor of Boston.

"Since His Honor has approved, the Stadium will be available to Dartmouth and Stanford on that day. I am happy that arrangements have been made which are satisfactory to the authorities of Boston College and Dartmouth. William J. Bingham, Director of Harvard A. A."

CRIMSON PLEASED OVER WITHDRAWAL OF PROTEST

The Harvard Crimson in an editorial this morning praises the move of the Boston College Alumni Association in withdrawing its protest against the Dartmouth-Stanford game and says that Boston is not a "one horse town" and surely is more than a "one game football town."

The editorial follows:

"Although it is a sad commentary upon the gigantic importance which the scheduling of a football game bears with municipal politics in the day's news, the protest over the recently prohibited Dartmouth-Stanford game has at least brought results. The withdrawal of the objections to the contest by both the Boston College Alumni Association and Mayor Curley is evident, but after a consideration of the issues involved a sane decision has been reached.

"There is no need of a eulogy of any of the people who have made the concession. The banning of the game in the first place was ill-considered and can hardly be called less so in the light of succeeding developments. The withdrawal of the objections to the game was the proper move to make and it is welcomed by all who have the interest of collegiate sport at heart.

"It is hardly necessary to say that all of the five institutions concerned approve the quite and graceful manner in which Boston College and the Mayor have seen and mended the error of their way.

"Although Harvard stayed out of the controversy as much as was possible under the circumstances, the work of William J. Bingham, director of athletics, in bringing all parties amiably to a good understanding is commendable. Mr Bingham has almost always taken a most sensible view of college athletics, and this is one more instance of his adept handling. Boston is considerably more than what used to be known as a 'one-horse town,' and it may safely be presumed that it is more than a 'one football game town.'"

CURLEY URGES ACTION ON STRANDWAY BILL

Favorable action on a bill providing for a $1,000,000 strandway along the East Boston waterfront was urged by Mayor Curley before the Ways and Means Committee of the House of Representatives yesterday.

The strandway would be constructed by the State Department of Public Works and would be laid out beginning at a point in the World War Memorial Park, or near the terminus of Neptune road, over public and private land easterly of the Boston, Revere Beach & Lynn Railroad and along or adjacent to Bayswater st to a point in Saratoga st westerly of the bridge over Belle Isle inlet.

Mayor Curley argued that such a project would be a good investment in several ways, including an aid to unemployment and a health and recreational benefit. Half the cost would come from the State highway fund under the terms of the bill, and the remaining 50 percent of the $1,000,000 would be borne by the city of Boston.

It was pointed out by the committee members to Mayor Curley that all the highway fund had been appropriated, and the general appropriation bill had been signed. To this the Mayor replied, that if the committee is prepared to authorize the city to borrow $1,000,000 outside the debt limit, "we feel it is a good investment and are prepared to do it."

Representatives Hearn, Barker and Sullivan of East Boston were recorded in favor of the proposed improvement.

CITY COAL CONTRACTS SIGNED FOR 66,200 TONS

Thousands of tons of coal were contracted for yesterday by Mayor Curley, who reported a saving of $22,000 over last year. The North American Coal Corporation, lowest bidder, was given the contract for 14,700 tons, at $79,353, for use at Deer Island and Long Island; Standard Coal Company, 41,000 tons of nut and semi-bituminous, $223,450, and 6500 tons of anthracite, $79,000; and the Staples Coal Company, 4000 tons of semi-bituminous steam for police and fire boats, $22,800.

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STADIUM GAME TO BE PLAYED

Dartmouth and Stanford to Meet in Harvard Stadium Nov. 28

The withdrawal of all objections by the Boston College Alumni Association, through its president, Edward A. McLaughlin, Jr., has smoothed the path for the holding of the Dartmouth-Stanford football game in the Harvard stadium, Nov. 28.

Mayor James M. Curley, following receipt of a letter from McLaughlin, yesterday notified William J. Bingham, Harvard's athletic director, that the game might be played at the place and on the date specified in the contract between the eastern and western universities.

BAN CREATED FURORE

Two weeks ago the mayor refused to grant a permit for the game to be played in the stadium on Nov. 28. He gave as his reason that it would conflict with the annual Boston College-Holy Cross College game which has been a fixture on the Hub's gridiron calendar for many years. His drastic action was taken after he had received a letter from the Boston College alumni head protesting against the staging of the rival attraction. The decision created a tremendous furore in eastern athletic circles and resulted in many con ferences being held by the interested parties.

McLaughlin's letter, received by the mayor yesterday, is as followers:

I have just had a conference with William J. Bingham, director of athletics of Harvard University, and Harry R. Heneage, supervisor of athletics at Dartmouth College. Both Mr. Bingham and Mr. Heneage expressed to me their sincere regret that the scheduling of the Dartmouth-Stanford game at Harvard stadium had created a situation which under any circumstances might prove embarrassing to Boston College. They both assured me that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them, the matter would have been handled in a way which would have prevented the present unfortunate conflict.

The Boston College Alumni Association therefore feels that rather than deprive lovers of football of an opportunity to witness this classic that under all circumstances it would be well if Dartmouth and Stanford were allowed to play at the Harvard stadium on Nov. 28, 1931.

I, therefore, request that your honor reconsider the decision which you announced in your letter to Mr. Bingham under the date of April 10, 1931.

Mayor Curley's letter to Bingham was:

My dear Mr. Bingham:—

I am in receipt of the accompanying communication this day, which I beg to forward herewith, submitted by the president of the Boston College Alumni, in which he states that Boston College Alumni are agreeable to the game which Dartmouth and Stanford universities desire to be played at the Harvard stadium on Nov. 28.

The action as taken by the Boston College Alumni is both sportsmanlike and commendable and objection having been withdrawn by them to the holding of the game, I know of no reason why I should withhold approval.

You are at liberty to inform President A. Lawrence Lowell of Harvard University and the representatives of Dartmouth and Stanford universities as to the decision arrived at. Respectfully,

JAMES M. CURLEY, Mayor.

McLaughlin had no comment to make in amplification of his letter. It was self-explanatory. Heneage, however, was delighted with the developments and, before taking an early evening train for Hanover, N. H., said, "I'm very much pleased with the way things worked out. Mr. McLaughlin acted like a true gentleman in the whole affair and has handled the situation in a capable and diplomatic manner. Dartmouth now will go ahead with its arrangements for the game which is to be one of the greatest in Dartmouth history."

JAMES M. CURLEY JR COURT TO RECEIVE COMMUNION

MISS MARY McGILLICUDDY

MARY L. HARRINGTON

The first Communion breakfast of James M. Curley Jr Court, M. C. O. F., will be held next Sunday in the Copley-Plaza Hotel at 10. The members will receive Communion in the Holy Cross Cathedral at the 9 o'clock mass.

Mayor Curley will be the principal speaker. Others will include City Treasurer Edmund L. Dolan, past chief ranger; Dr Helen I. Doherty McGillicuddy, Joseph McCabe, high chief ranger; Rev Harry I. O'Connor, chaplain of the court and of the order.

Miss Mary McGillicuddy is chairman of the committee. The others are Miss Elizabeth Curran, Miss Mary Harrington, James G. Tobin, Thomas Gemeili, Arthur O'Keefe and Cornelius Murphy.

AWARDED CONTRACT FOR BOURNEDALE ROAD

A. R. Doyle was today awarded a contract by Mayor Curley, amounting to $9118, for bithulitic pavement on Bournedale road

ELIGIBLE FOR HEATING DRAFTSMAN IN SCHOOLS

The Civil Service Commission today announced the list of those eligible to appointment as heating and ventilating draftsmen in the Boston School Buildings Department. Fifteen applicants were examined and six found eligible, as follows: Peter J. McCormick, 59 Wales pl, Dorchester; Abraham L. Rutstein, 296 Norfolk st, Dorchester; Frederick L. Fennessey, 20 Washington st, Hyde Park; David C. Miller, 181 Marion st, East Boston; Joseph A. Bergen, 107 Hancock st, Dorchester, and John M. Hunter, 616 Columbus av. Boston.

ALDRICH NAMED MEMBER OF BOSTON ART COMMISSION

William T. Aldrich, 30 Newbury st, was named yesterday by Mayor Curley for a five-year term as a member of the Boston Art Commission. Mr Aldrich's name was one of three submitted by the trustees of the Boston Public Library.

Now that Mayor Curley has been the guest of Harvard University at one of those "high table" dinners in Lowell House, perhaps he will forget the mean things the "Crimson" said about him for his refusal to permit the Stanford-Dartmouth football game to be played in the Stadium.

CURLEY VETOES PAY BOOST

Mayor Curley yesterday vetoed the city council order for increased pay for Suffolk county employes.

CURLEY GIVES 200 JOBS

Mayor Curley last night appointed 200 additional men to the labor force now employed on the Governor sq. tunnel extension. This brings the total number of men up to 1160.

AMERICAN 4/29/31

CALLS CHARGES AGAINST MATE 'JUST LIES'

Mayor Orders the Removal of Agent if Found Guilty of Complaint

"It's a lie! It's nothing but a lie!"

With this statement, Mrs. William R. G. Doyle stoutly defended her husband today against charges that the veteran clerk of the city welfare department made overtures to a woman who sought relief from his department.

The charges were revealed in a demand of Mayor Curley on Simon E. Hecht, overseer of public welfare, that Doyle be dismissed if the charges were found to be true.

Chairman Hecht said today that Doyle is under suspension and may appeal to the full board of 12 for a hearing, a request that has not been made yet.

Doyle is accused of offering "a drink" and then "a little petting" to the 34-year-old woman whom welfare department officials, in announcing the indefinite suspension of Doyle, refused to identify. However, records at the Haymarket Relief Hospital, where the woman was treated for hysteria, and police records identify her as Mrs. Nellie Young of West Eighth st., South Boston.

REFUSED TO PROSECUTE

Doye made unmitigated denial of the charges.

"The story is absolutely false," he said. "Other than that, anything I say cannot help the situation."

The affair is alleged to have taken place at the Chardon st. charity headquarters. The husband of the woman, explaining that he was a friend of the welfare worker, declined to prosecute and the police dropped the case, according to the report received by the mayor from Secretary Walter V. McCarthy welfare board.

Doyle lives with his wife and children at 28 Langdon st., Roxbury. He was suspended by Secretary McCarthy, pending the outcome of an investigation.

TREATED AT HOSPITAL

In a report to the mayor, it was explained that the woman had appeared at the Wayfarers' Lodge Friday to collect the weekly allowance of $8 in place of her husband, who was away seeking a job.

Doyle, who was in charge of the disbursements, was alleged to have invited the woman into the adjoining washroom, where, according to the complaint to the overseers, he asked her if she would like a drink.

When she refused, Doyle was alleged to have asked her if she wanted "a little petting." This, according to Secretary McCarthy, was the extent of the charges made to the overseers, but police and Haymarket Relief Hospital officials contended that the woman charged that she had been attacked, and was treated for hysteria.

TRAVELER 4/29/31

ABBOTT OUT OF LIBRARY BOARD

Mayor Curley Accepts Resignation—Praises Trustee's Work

Two members of unpaid boards of the city today resigned their offices. One was that of Gordon Abbott, for a number of years a trustee of the Public Library, who tendered his oral resignation to Mayor Curley yesterday. Today he confirmed it in the following letter to the mayor:

"Nothing would give me greater pleasure than to go on with my present duties at the Public Library for another term. Your consideration for the board of trustees and the interests of the library has been perfect and our personal relationship has bene such that I will look back upon it with great pleasure. However, as I explained to you yesterday, the stress of other business and the fact that I am well along on my 69th year has made me feel that it would be fair neither to you, the library nor my family for me to enlist for another five years."

Mayor Curley immediately sent the following letter to Mr. Abbott:

"It is with sincere regret that in deference to your judgment and decision I accept your resignation as trustee of the Boston Public Library. During your term of service, and due in no small measure to your able direction, the facilities of the library were enlarged, the central library made more inviting, and the service to the people improved in a most marked manner. The character of the service which you rendered gratis could not eb purchased, and the payment which I extend in the form of thanks represents the highest award which a grateful community can bestow for service of a high order, given unselfishly."

Charles K. Bolton resigned as a member of the commission on the marking of historical sites. Charles B. Maginnis was named to succeed him. The mayor also designated H. Murray Pakulski, assistant corporation counsel, as secretary to the board of zoning adjustment, succeeding Leo Schwartz, former assistant corporation counsel and now counsel to the police mommissioner.

GLOBE 4/29/31

GORDON ABBOTT AND C. K. BOLTON RESIGN

Mayor Expresses Regret and Pays High Tribute

Mayor Curley today announced the resignations of two prominent city officials from unpaid commissions, one because of leaving in a few days for Europe and the other because of health.

Gordon Abbott of 17 Court st, Boston, resigned as a member of the board of trustees of the Boston Public Library and Charles K. Bolton withdrew from the Commission for the Marking of Historical Sites.

Mayor Curley expressed regret that both men were compelled to resign and paid high tribute to the splendid service rendered.

With thhe announcement of the resignations, the Mayor stated that he had appointed Asst Corporation Counsel H. Murray Pakulski to the place on the Board of Zoning Adjustment, vice Leo Schwartz, now counsel for the Police Department.

The Mayor made public the following letter from Mr Abbott and the reply sent to the former library trustee:

"This letter is written with sincere regret, as you will surely understand from what I said to you yesterday morning.

"Nothing would give me greater pleasure than to go on with my presetn duues at the Public Library for another term; your consideration for the board of trustees and the interests of the library has been perfect, and our personal relationship has been such that I shall look back upon it with very great pleasure. However, as I explained to you yesterday, the stress of other business, and the fact that I am well on in my 69th year, has made me feel that it would be fair neither to you, the library, nor my family for me to enlist for another five years.

"With renewed expressions of regret, and in the sincere hope that we may still meet frequently."

The Mayor replied:

"It is with sincere regret that in deference to your judgment and decision, I accept your resignation as a trustee of the Boston Public Library.

"During your term of service, and due in no small measure to your able direction, the facilities of the library were enlarged and the Central Library made more inviting and the service to the people improved in a most marked manner.

"The character of service which you rendered gratis could not be purchased, and the payment which I extend in the form of thanks, represents the highest award which a grateful community can bestow for services of a higher order given unselfishly."

MAYOR APPROVES HIRING 200 TEAMSTER-LABORERS

Appointment of 200 teamster-laborers by Public Works Commissioner Joseph A. Rourke for cleaning streets for a period of 30 days, was approved today by Mayor Curley

AMERICAN 4/29/31

VETS AND 'REDS' TO HOLD MAY DAY RALLIES

City Censor John Casey, with the approval of Mayor Curley, today granted to the provisional united front committee, representing a combination of Communist organizations, a permit for the annual May Day demonstration on Charles street mall in Boston common.

The city is being flooded today with circulars calling all labor organizations to join in a demonstration of strength on May 1 as the local angle of the world-wide observance of May 1.

From the headquarters of the Needleworkers' Trades Industrial League in Harrison ave. the following statement was issued today:

"The organizations represented in the provisional united front committee, among them the Communist party, the Trades Union Unity League and the Needleworkers' Industrial Union, have invited every labor union in Greater Boston to join in a monster demonstration on May 1."

The windows of the Harrison st. headquarters were blocked today with signs in glaring letters which read:

"DOWN TOOLS MAY FIRST!"
DEMONSTRATE! BOSTON COMMON!
"CHARLES ST. MALL! MAY FIRST!"

Simultaneously with the Communist demonstration, the ladies' auxiliaries of the Veterans of Foreign Wars in Massachusetts will combine in a patriotic rally on the Common at Parkman bandstand.

Congressman Hamilton Fish of New York, chairman of the House Communist inquiry committee, will be the principal speaker of the rally. Congressman Fish will speak on "Communism" coincidentally with the speeches of Communist organizers on the Charles st. mall.

A flag-raising at 11 a. m. will open the ceremonies, followed by historic pageants staged by 300 school children.

200 Married Men Given City Jobs

Two hundred married men were today appointed teamster-laborers in the public works department by Mayor Curley for a period of 30 days. The men will be assigned to the street cleaning service and will receive wages of $5 a day.

B. C. GROUP ASKED MAYOR TO LIFT BAN

The Dartmouth-Stanford football game this fall will be played in the Harvard Stadium on November 28.

Mayor James M. Curley last night granted Dartmouth and Stanford permission to use the Stadium on that date following a consultation with Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, in which McLaughlin requested the mayor to reconsider his former decision forbidding the playing of the game in Boston on that day.

Mr. McLaughlin's statement at City Hall read as follows:

"I have just had a conference with Harry Heneage, supervisor of athletics at Dartmouth College, and William J. Bingham, director of athletics at Harvard University. Both Mr. Bingham and Mr. Heneage expressed to me their sincere regret that the scheduling of the Dartmouth-Stanford game at the Stadium had created a situation which under any condition might prove embarrassing to Boston College.

"They both assured me that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them the matter would have been handled in a way which would have prevented the present unfortunate conflict.

"The Boston College Alumni Association felt that it would not be right to deprive lovers of football an opportunity to witness this classic which would have been the case if Dartmouth and Stanford were not allowed to play in Harvard Stadium on November 28.

"I therefore request Your Honor to reconsider the letter sent to Mr. Bingham under the date of April 10, 1931.

"Edward A. McLaughlin, Jr."

Mayor Curley Acts on Suggestion

Acting on this request the mayor definitely put an end to the Stanford-Dartmouth - Harvard - Boston College-Holy Cross scramble which has been the center of public interest for the last two weeks since Mayor Curley's refusal to allow the Indians and Stanford to use the Harvard Stadium on November 28, the date of the annual Boston College-Holy Cross game at Fenway Park.

Mr. McLaughlin, Mr. Heneage and Mr. Bingham met earlier in the day after the arrival of Heneage from Hanover. Then late in the afternoon they conferred with Mayor Curley at the City Hall where the permission for the game was granted.

As a result Boston fans will have the opportunity to watch not one but two grid classics on the same day, Dartmouth and Stanford in the Stadium and Boston College and Holy Cross at Fenway Park.

John P. Curley, the graduate manager of athletics at Boston College, announced previously that the B. C.-H. C. game would be played in Boston on its regular date no matter what decision should be reached. The contract for the game had already been signed and the date settled, whether or not Dartmouth and Stanford played in the Stadium.

GORDON ABBOTT QUITS BOARD

Gordon Abbott today resigned as a member of the board of trustees of the Boston Public Library.

Pressure of other business and his advanced age are given as his reasons for leaving the board.

In a communication to Mr. Abbott, in which he accepted the resignation, Mayor Curley wrote:

"It is with sincere regret that in deference to your judgment and decision I accept your resignation as a trustee of the Boston Public Library.

"During your term of service, and due in no small measure to your able direction, the facilities of the library were enlarged and the central library made more inviting and the service to the people improved in a most marked manner.

"The character of service which you rendered gratis could not be purchased and the payment which I extend to you in the form of thanks represents the highest award which a grateful community can bestow for services of a high order given unselfishly."

Mayor Aids Drive for Jewish Home

Mayor Curley today expressed the hope that the drive now being conducted by a group of prominent local women to raise funds for the Home for Jewish Children would be a success.

The Mayor also made a substantial contribution to the fund to a committee which called on him. A concert in aid of the home will be held in Symphony Hall on May 11.

Post 4/28/31

BOTH GREAT GRID GAMES FOR BOSTON

Dartmouth - Stanford Battle on B. C.-Holy Cross Date

BOSTON COLLEGE ALUMNI WILLING

Mayor Announces Decision Result of Conference

Boston will witness the Dartmouth-Stanford football battle, after all. Mayor Curley last night approved the playing of the much-discussed game in the Harvard Stadium, Saturday, Nov. 28, while Boston College and Holy Cross climax their season on the same afternoon at Fenway Park.

The Mayor's decision to permit the East-West classic came immediately after he received notice that the Boston College Alumni Association had withdrawn its opposition. Without delay he notified the Harvard authorities that the city had no further reasons for withholding official approval.

The action of the Boston College alumni was characterized by the Mayor as "sportsmanlike and commendable" in his letter to William J. Bingham, director of Harvard athletics, whom he authorized to inform President Lowell and the representatives of Dartmouth and Stanford of the decision.

The vote of the Boston College Alumni Association to withdraw its protest in order to save both games for this city was announced to the Mayor by President Edward A. McLaughlin, Jr., of the alumni association.

With the members of the executive committee of the B. C. Alumni Association, President McLaughlin called upon the Mayor early last night and explained that the decision was made following a conference with Director of Athletics Bingham of Harvard and Harry R. Heneage, supervisor of athletics at Dartmouth.

Express Their Regret

Both the Harvard and Dartmouth representatives expressed regret that the East-West game had been scheduled in such a way as to embarrass Boston College and agreed that if the question of interference with the B. C.-H. C. game had occurred to them, they would have prevented the conflict, President McLaughlin explained.

"The Boston College Alumni Association feels that rather than deprive football fans of an opportunity to witness this classic, it would be well under all circumstances if Dartmouth and Stanford were allowed to play at the Stadium on Nov. 28," President McLaughlin informed the Mayor, requesting him to reconsider his decision of three weeks ago to withhold approval of the Stadium game as demanded by the B. C. alumni head.

Before taking the night train for Hanover, Harry Heneage, director of athletics at Dartmouth, who was in Boston all day yesterday as an observer of the various deliberations leading up to the Mayor's announcement, said that he was glad that a satisfactory agreement had finally been reached, that he thought Boston College had proved to be pretty good sports over the matter and that he hoped the controversial features of the affair would now be forgotten.

Credit to Bingham

William J. Bingham, director of Harvard athletics, said last night: "I have been informed of a letter written me today by his Honor Mayor Curley in reference to the Dartmouth-Stanford football game which originally was scheduled to be played in the Harvard Stadium on Nov. 28, 1931, subject to the approval of the Mayor of Boston. Since his Honor has approved, the Stadium will be available for Dartmouth and Stanford on that date. I am happy that arrangements have been made which are satisfactory to the authorities at Boston College and Dartmouth."

The decision to allow the Dartmouth-Stanford contest to be played Nov. 28, the same day as the Boston College-Holy Cross game, came after a conference between McLaughlin and Heneage, at the Harvard Club of Boston, yesterday, when both were luncheon guests of Bingham, it was learned from authentic sources last night.

It was through the efforts of Bingham that Heneage and McLaughlin were brought together, and the request to Mayor Curley that he sanction the contest came as a direct result of the meeting, it was learned.

The Harvard Crimson editorially this morning will commend Mayor Curley and Boston College for "mending the error of their ways," and permitting the Dartmouth-Stanford football game next fall. Besides commending Director of Harvard Athletics William J. Bingham for bringing all parties concerned to an amicable agreement in the matter, it will say that Boston now is considerably more than a one-horse town, and a one-football game town.

HULTMAN TO MEET CURLEY

Confer Tomorrow on New Stations

For the first time since their now famous tagging controversy, Mayor Curley and Police Commissioner Eugene C. Hultman will meet tomorrow morning at City Hall.

The police commissioner has received an invitation from the Mayor to confer with him and other municipal department heads to consider the details of the proposed construction of two new police stations down town.

Political observers were confident that the meeting would be pleasant, now that Charles Manion, the Mayor's chauffeur, has returned his parking tag to the police.

200 MORE MEN ON SUBWAY JOB

Total of 1160 Now Digging Under Governor Sq.

Work will be provided for 200 more men digging the Boylston street tunnel extension under Governor square, under an order approved last night by Mayor Curley to increase the force of laborers on the big job to 1160.

At the present time there are 470 working on the day shift, 240 from 4:30 o'clock to midnight and 250 from midnight to 8 o'clock in the morning. The new men will receive an average of about $30 a week.

Herald 4/29/31

GOVERNOR TO APPROVE BOSTON AIRPORT BILL

Gov. Ely yesterday said that he would sign Mayor Curley's bill authorizing the city of Boston to appropriate $1,250,000 for the development of the East Boston airport when the measure comes before him within a day or two for executive approval.

The bill was enacted yesterday by the House of Representatives and in the normal course of legislative business will come before the Senate this afternoon for like action.

In the presence of members of the National Indian Wars Veterans' Association the Governor yesterday afternoon signed the bill extending the benefits of state and military aid and soldiers' relief to veterans of the Indian wars and campaigns, their wives, widows and dependents.

The Governor also signed bills authorizing the city of Boston to borrow $2,000,000 for high school construction and other purposes and $500,000 for reconditioning of streets.

HERALD 4/29/31

DARTMOUTH GAINS USE OF STADIUM FOR STANFORD TILT

Curley Approves Game at Request of B. C. Alumni Head

MOVE FOLLOWS NOON CONFERENCE

Boston College-Holy Cross Match May Be Moved to Worcester on Thanksgiving

By ARTHUR SIEGEL

Mayor James M. Curley yesterday gave his approval to the holding of the Dartmouth-Stanford football game in the Harvard stadium on Saturday afternoon, Nov. 28, the original place and date.

This approval was given in a letter to William J. Bingham, director of athletics at Harvard, after a receipt of a letter from Edward A. McLaughlin, Jr. president of the Boston College Alumni Association, withdrawing the objection, which caused the mayor's denial to Dartmouth to use the stadium on the grounds that it would conflict with the annual Boston College-Holy Cross game on that date.

The McLaughlin letter was the outcome of a series of conferences with the mayor, Bingham and Harry R. Heneage, supervisor of athletics at Dartmouth, which were held during the past week. There were two conferences yesterday, McLaughlin first meeting Heneage and then consulting with the mayor.

ENDS CONTROVERSY

The withdrawal of the Boston College objection and the automatic approval of the mayor were foretold in The Herald last Saturday morning, April 25.

It ends an intercollegiate-political controversy which exploded two weeks ago and which involved Boston College, Holy Cross, Harvard, Dartmouth and Stanford.

The only matter which now remains to be settled is the site of the Boston College-Holy Cross game. It is expected that within the next month, or less, it will be known whether the contest will continue to be held in Fenway park in Boston or will be shifted, for one year at least, to Fitton field, the athletic plant of Holy Cross in Worcester.

McLAUGHLIN LETTER

The McLaughlin letter which really made possible the staging of the Dartmouth-Stanford game was as follows:

I have just had a conference with William J. Bingham, director of athletics of Harvard University, and Harry R. Heneage, supervisor of athletics at Dartmouth College. Both Mr. Bingham and Mr. Heneage expressed to me their sincere regret that the scheduling of the Dartmouth-Stanford game at Harvard stadium had created a situation which under any circumstances might prove embarrassing to Boston College. They both assured me that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them, the matter would have been handled in a way which would have prevented the present unfortunate conflict.

The Boston College Alumni Association therefore feels that rather than deprive lovers of football of an opportunity to witness this classic that under all circumstances it would be well if Dartmouth and Stanford were allowed to play at the Harvard stadium on Nov. 28, 1931.

I, therefore, request that your honor reconsider the decision which you announced in your letter to Mr. Bingham under the date of April 10, 1931.

Mayor Curley's letter to Bingham was:

My dear Mr. Bingham:—

I am in receipt of the accompanying communication this day, which I beg to forward herewith, submitted by the president of the Boston College Alumni, in which he states that Boston College Alumni are agreeable to the game which Dartmouth and Stanford universities desire to be played at the Harvard stadium on Nov. 28. The action as taken by the Boston College Alumni is both sportsmanlike and commendable and objection having been withdrawn by them to the holding of the game, I know of no reason why I should withhold approval.

You are at liberty to inform President A. Lawrence Lowell of Harvard University and the representatives of Dartmouth and Stanford universities as to the decision arrived at.

Respectfully,
JAMES M. CURLEY, Mayor.

McLaughlin had no comment to make in amplification of his letter. It was self-explanatory. Heneage, however, was delighted with the developments and, before taking an early evening train for Hanover, N. H., said, "I'm very much pleased with the way things worked out. Mr. McLaughlin acted like a true gentleman in the whole affair and has handled the situation in a capable and diplomatic manner. Dartmouth now will go ahead with its arrangements for the game which is to be one of the greatest in Dartmouth history."

From Bingham, who will receive the mayor's letter this morning, but who had been notified of its contents, came the statement:

HAPPY THAT ARRANGEMENTS HAVE BEEN MADE

I have been informed of the letter written me today by his honor, Mayor Curley, in reference to the Dartmouth-Stanford game which originally was scheduled to be played in the Harvard stadium on Nov. 28, 1931, subject to the approval of the mayor of Boston and which his honor has approved.

The stadium will be available for Dartmouth and Stanford on that day. I am happy that arrangements have been made which are satisfactory to the authorities of Boston College and Dartmouth.

The conference which settled the issue and paved the way for the agreement was held yesterday noon at the Harvard Club. Although there was no report as to what occurred, it was learned that Bingham was the man who made the meeting possible. Harvard's interest in the whole matter was only indirect. The loan of the stadium was through friendly motives and there the crimson participation ended.

But, since McLaughlin and Heneage did not know each other, and Bingham knew both, it is understood that he brought the two together. He invited both to lunch at the Harvard Club and, after the meal was over, left them together to discuss the matter and, if possible, come to an agreement. Last week, McLaughlin had conferred with the Harvard athletic head, while Bingham and Heneage were together at Philadelphia at the Penn relay carnival.

The athletic department at Boston College and principally John P. Curley, graduate manager, was not involved in the controversy, nor was Cleo O'Donnell, graduate manager of athletics at Holy Cross. Neither had any public statement to make about the agreement, although both were pleased that everything had been settled amicably.

These two, however, will now determine the site of their game which, early in the winter, appeared to be headed for Worcester. That Holy Cross adherents desire a real home game is no secret. That many Boston College alumni are opposed to the shifting of the game also is well known. Others are disinterested and feel that Holy Cross is entitled to prove whether it can conduct this big game at Fitton field.

Whether the controversy which has just been ended may influence the change of sentiment among Crusader alumni remains to be seen. The feeling may be that since the B. C. graduates ceded one point they should be granted another. If, on the other hand, the athletic heads decide that Worcester is to be given one game, it is likely to be played Thanksgiving day.

All these things, however, are a matter of future development. The chief thing is that Boston College alumni, as anticipated, have withdrawn their objection to the intersectional game, and that Dartmouth now may go ahead with the plans for accommodating the thousands of alumni who plan to make the week-end of Nov. 28 a gathering of the clans.

HERALD 4/29/31

G. G. A. Demands Curley Act to Curb Graft in City Collection of Garbage

The Good Government Association yesterday challenged the formal statement of the finance commission that municipal revenue from the collection of refuse and waste last year showed an increase of $15,000 over 1929 revenue, with the charge that the increase of $500 contrasted with a decrease of $31,000 in comparison with the revenue in 1927.

The association charged that the diminishing income makes necessary immediate action to "make admitted graft in the sanitary division of the public works department less likely."

Comparison of revenue from collection of waste shows a drop of $38,000 in seven years which the association believes is due to the "pocketing of money by city employes" as charged last year by Mayor Curley.

In absolving Mayor Curley of responsibility for the decline in revenue, the association thrust upon him blame for failure to correct the situation last year, in spite of the claims of the finance commission, denied by the figures reported to have been obtained from municipal records.

"The finance commission made the charge of graft," said the association statement; City Hall admitted it; the auditor's figures show practically no improvement in 1930. The conclusion appears inescapable. Mere shifting of inspectors' beats is no answer to dishonesty. It is high time to devise a system whereby graft is rendered less likely in order that the revenue of the city may be safeguarded."

After reading the statement of the Good Government Association, Mayor Curley made this comment:

> The report made public by City Affairs, the so-called Good Government publication, this day is written upon the subject with which the editor appears well versed and from the place where the publication should be issued, the garbage pail.
>
> No person of ordinary intelligence would venture a comparison relative to the falling off in combustible waste and garbage during the prosperous year of 1929 and the year of depression 1930, and no intelligent individual would waste time in replying to such a stupid, innocuous and inane communication as has this day emanated from the garbage pail.

CITY EMPLOYE FIRED IN WOMAN'S CASE

Veteran Worker Charged with Attempting Familiarities

The overseers of the public welfare were instructed by Mayor Curley last night to discharge William R. G. Doyle, a veteran employe of the public welfare department, who has been under indefinite suspension since last Friday, for conduct involving a woman who was treated at the Haymarket relief station.

Doyle, according to a report to the mayor made by Secretary Walter V. McCarthy of the welfare department, attempted familiarities with a woman in the Wayfarers' lodge on Hawkins street, when she visited there last Friday morning to collect weekly relief granted to her husband. She became hysterical and was treated at the Haymarket relief station.

Doyle is 51 years old, and entered the welfare department in 1902.

Mayor Curley dictated a letter to Chairman Simon Hecht of the overseers of public welfare, in which he declared that suspension was far too lenient punishment for the offence which had been officially reported. The mayor added that there could be no condonation of such an offence because of the danger that such action might encourage others to more serious breaches.

Patrolman Henry E. Hart of the Joy street division, who is assigned to the welfare department, filed a report of the affair with Capt. John McGrath, but the refusal of the woman to seek a warrant for the arrest of Doyle and her insistence that she would not suffer the humiliation of appearing in court, prevented action by the police.

BUILDING OF STRANDWAY FAVORED BY CURLEY

The construction of a strandway along the East Boston waterfront at a cost of a $1,000,000, half to be paid by the city and half by the state, was favored yesterday by Mayor Curley, who appeared before the House ways and means committee. The project, the executive said, would be an aid to unemployment and an asset from a health and recreational standpoint.

When the committee pointed out that all the state highway fund has been appropriated and the general appropriation bill signed, the mayor replied that the city is prepared to invest in the roadway if the committee is prepared to authorize borrowing the money outside the debt limit. He also called attention to the appreciation in real estate values which have followed the development of similar projects in the city.

Members of the Legislature from East Boston also favored the bill.

URGE FILLING IN OF CHANNEL, BAY

Gaw, Rourke, Curley, New Haven Official Back Project

Col. Charles R. Gow of Boston, supported today before the House ways and means committee the report of a legislative commission of which he was a member, advocating the filling in of Fort Point channel and South Bay waterways at a total expenditure of $6,821,800.

He pointed out that the water commerce in this section has dwindled and that, if that section had railroad communication, it would be an ideal location for general warehouse purposes. He called attention to the enormous expenditure snow existing in the unloading of goods from trucks. To carry out the proposed fill, he said, "It would be necessary to construct at a cost of $3,282,000 a conduit system to carry out Dorchester and Roxbury sewage and storm flows beyond the Dorchester avenue bridge."

He pointed out that the Dorchester, Broadway and Dover street bridges now cost about $87,000 for maintenance annually, while the Dorchester avenue bridge will have to be replaced at an estimated cost of $800,000.

He said also that the bill would benefit passengers using the New Haven railroad, because conditions at present limit the number of trains over the bottleneck bridge there. He estimated that through resale of land reclaimed by filling an by other means, a net return of more than $6,000,000 could be obtained.

Joseph A. Rourke, public works commissioner of the city of Boston, and a member of the special commission, agreed that the project should go through, but disagreed in some respects with Gow as to the advantages to the city. He said the Dorchester avenue bridge need not be rebuilt at present, that it will last 15 years or more.

Mayor Curley appeared in favor of the measure. He declared that many concerns have left the area and he assumed the project as outlined would be of tremendous benefit to the railroads and some real benefit to the city.

He said the present waterway is unsafe and insanitary at low water. Others in favor were Arthur P. Russell, vice-president of the New Haven, and former Representative Renton of Brookline Brookline, representing an Albany street property owner. There was on opposition.

FOUR CITY CONTRACTS AWARDED BY CURLEY

Two street paving contracts and two sewer jobs were awarded by Mayor Curley yesterday to the lowest bidders. Henry F. Malley will pave Linden street, Roxbury, and Seminole street, Hyde Park, for $13,589; Appel & O'Toole will pave Iroquois street and Pleasanton street, Roxbury, for $53,933; John Williams will lay a sewer in Butler street, Dorchester, for $10,958, and De Cristofaro & Bros. Co. will lay a sewer in Northern avenue, South Boston, for $19,300.

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ASK FOR TUNNEL TO SULLIVAN SQ

Charlestown Fold Would Raze El Structure

Extension of the Washington-st Tunnel of the Boston Elevated Railway to Sullivan sq, Charlestown, was urged today before the Legislative Committee on Transportation. A large delegation of Charlestown persons appeared to indorse the project, which would involve the demolition of the present elevated structure to Sullivan sq.

Representative Robert L. Lee of Charlestown, petitioner for the legislation, said that the fire hazard in his district is great because of the elevated structure. He claimed that the structure is old and in a weak condition, having outlived its normal usefulness of about 25years.

He estimated the cost of the project at about $6,000,000 and said the cost of tearing down the present structure would be but little. He declared that the Elevated would be glad to get rid of the present system and pay rental for the use of a tunnel to Charlestown.

William H. Breen, in favor of the bill, told the committee that Charlestown had from 10 to 15 millionaires some years ago and was as pretty a place to live as the Back Bay.

Called Health Menace

Miss Elizabeth R. Teaffe, director of the Charlestown Night Hogh Scho[illegible], strongly opposed the "L" structure. She declared that it is taking from the streets of Charlestown proper sunlight, taking from the city of Boston thousands of dollars' worth of taxes because of decreased valuation and is creating a menace to the safety ond health of the children of the district.

Ex-Representative John P. Shepard of Charlestown said the removal of the overhead trucks would be a blessing to the district. "It would bring back the old Yankee families of which Charlestown was once so proud." He said Boston should pick up the trend of the present day to beautify our cities. Charlestown, he declared, could be one of the most delightful residential districts in the city if only it were given a chance to improve.

Mrs Adelaide English, president of St Mary's Mothers' Club, recorded that organization in favor of the bill, and asked the committee to "look kindly toward Charlestown."

Attorney Hugh Maraghy, president of the Bunker Hill Social and Athletic Club, told the committee that they would gain the "everlasting thanks" of the people of Charlestown, if they acted favorably in the bill.

Ex-Mayor Wendell D. Rockwood of Cambridge, property owner in Charlestown, said that the district looks as though it were "laboring under a blight," having a depressing effect on the physical and social life of the people. "The building of homes has been at a standstill for the past 30 years," he declared.

Others recorded in favor of the Lee bill were Senator John P. Buckley of Boston, the Bunker Hill Post, A. L., Mayor Curley and the Boston City Council.

H. Ware Barnum, counsel for the trustees of the Boston Elevated, in opposition to the bill, declared thot he could not "see why it can be said that the Boston Elevated Company is in favor of the tearing down of the structure.

"There are other things," he said, "more important than to consider tearing down present facilities."

As regards the statement of Representative Lee that the life of the El structure is no more than 25 years, Barnum declared: "We figure the depreciation of the structure on a basis of 75 years and the trustees are criticised for not making the estimated life 100 years."

He emphatically stated that the L structure is kept in 100 percent condition, at all times.

CITY OBSERVES MAY DAY ON COMMON TOMORROW

Congressman Fish and Mayor Curley to Speak — Public and Parochial School Children Take Part

May 1 will be observed tomorrow on Boston Common by the city of Boston with appropriate ceremonies lasting from 11 a m to noon. Immediately following the city program at the Parkman Bandstand, the Veterans of Foreign Wars will hold a patriotic rally which will continue until 3 p m.

The orator will be Congressman Hamilton Fish Jr of New York city, prominent in the anti-Communistic movement. Mayor Curley will deliver an address on citizenship.

At the Frog Pond there will be a May Pole dance and May fete under the supervision of the Community Service of Boston and under the auspices of the city of Boston, in which approximately 250 of the primary grade school children will participate.

In conjunction with the public school children this year the parochial school children will be an added feature.

The parochial school children to participate in these ceremonies are from the following schools: St Anthony's Church, St John's Church and the North End Settlement House.

The House of the Angel Guardian Band, which has volunteered its services, will furnish the music.

The participating organizations in the ceremonies include Veterans of Foreign Wars of the United States, Grand Army of the Republic, United Spanish War Veterans, American Legion, Disabled War Veterans, Jewish War Veterans, Sons of Union Veterans, Military Order of the World War, Army and Navy Union, Ladies of the G. A. R., Auxiliary to the United Spanish War Veterans, Auxiliary to the American Legion, American War Mothers, Gold Star Mothers' Unite No. 1, Auxiliary to the Sons of Union Veterans, Daughters of Union Veterans, Daughters of American Revolution, Massachusetts Daughters of American Revolution, Auxiliary to Army and Navy Union, Women's Relief Corps and Service Star Legion.

The program follows: Opening address, Mrs Ida Cohen, general chairman; invocation, Rev Wallace Hayes, national chaplain, V. F. W.; selection, "America"; master of ceremonies, City Councilor Herman Bush, DSC; address, Mrs Irene E. Hurley, department president Ladies' Auxiliary, V. F. W.; address, Brig Gen Alston Hamilton, U. S. A., representing Patrick Hurley, Secretary of War.

QUEEN OF FESTIVAL CALLS ON THE MAYOR

Invites Him to Frog Pond Party Tomorrow

Lydie Tagliuca, Queen of the May festival to be held at the Frog Pond on the Common tomorrow at 1 p m, today appeared at City Hall in her festive costume and personally presented Mayor Curley an illuminated invitation.

"Mother Goose and all her children will be there and I'm sure you will enjoy this festival," was part of the letter of invitation. Mayor Curley assured the girl that he would enjoy it; gave Lydie a gift and then posed with her for the camera men.

HERALD 4/29/31

NOISE PROBLEM TO BE STUDIED

Planning Board Would Follow Methods Pursued In New York

FINDINGS TO BE SENT TO CURLEY

Adherence to the New York plan of noise-abatement is contemplated by the Boston planning board if Mayor Curley accepts the recommendation for further study of the problem which the board is expected to advise at its meeting Friday.

Analysis of the comprehensive report of the engineers who investigated the necessity of noise-abatement in New York has impressed members of the planning board and Boston investigators with the fact that with the exception of volume, there is little difference between conditions in the two cities and that the results of the New York study are applicable to the Boston situation.

TO REPORT TO MAYOR

How the members of the planning board will look on the problem of noise-abatement cannot be accurately foretold, because no serious consideration has yet been given the question, but it is a fair assumption that the recommendations which will be presented Friday by Miss Elizabeth M. Herlihy, secretary of the board, will be transmitted to Mayor Curley. It is probable that he will be advised of the need of the creation of a commission to give further study to the subject, preparatory to recommendations for the enactment of city ordinances or of additions to existing regulations of the health department.

To date New York has not achieved particularly noticeable progress in noise-abatement but there is a campaign in progress which is expected to result in the adoption of a definite policy of enforcing sections of the sanitary code which make it a punishable offence to disturb the quiet or interfere with the comfort of individuals.

New York has thus far met the noise nuisance with simple regulations intended to eliminate principal sources of complaint. Planning board officials feel that Boston can do no better than to follow the lead of New York unless it is decided to be wise to make a demand on the Boston Elevated for the junking of trolley car wheels with worn flat surfaces, which create so much noise that the cars form one of the principal causes of local complaint.

In New York the use of radio loud speakers which disturb the quiet and comfort of persons is prohibited. There is no ordinance or health department regulation in that city which specifies that radios which are audible a certain distance are a common nuisance.

NOISY MOTORISTS

New York has silenced auctioneers who have been accustomed to resort to noise to attract attention as well as customers and Boston is considered to be in need of local regulations which will guarantee like silence.

In every municipality there is constant complaint about the practice of motorists who signal occupants of buildings with their electric horns instead of with the bells which are heard only in the homes or apartments of those whose attention is intended to be attracted.

The laziness of motorists is considered to be the real reason of this nuisance which it is felt can be controlled in Boston as well as in New York. In the latter city the aid of manufacturers of motor horns has been enlisted for the purpose of producing harmonious sounding horns.

"This blowing of automobile horns," said Miss Herlihy yesterday, "can be easily brought under control as was the illegal use of automobile lights. It is one of the principal causes of complaint, but one which is susceptible to quick correction. I am not so optimistic that I am looking forward to the day when we in Boston can boast of dogs which will only bark softly and harmoniously or when we can train cats to refrain from indulging in night disturbances. But there are noises which can be abated and it is quite probable that Boston, which need not expend any large sum for study or investigation, can make considerable progress toward a noiseless city."

The withdrawal of the Boston College alumni objections and the approval of Mayor Curley of the Dartmouth-Stanford game was a graceful combination and happy solution of a problem in which politics for the first time took a hand in intercollegiate athletics. Both Edward A. McLaughlin, Jr., the B. C. alumni president, and Mayor Curley really had no alternatives in the first move, but both found a tactful way out of the situation and left all concerned satisfied with the result.

McLaughlin and Curley exhibited a diplomatic willingness to discuss the whole affair and then to hold a series of conferences which would present a satisfactory solution. And as much praise must be given to William J. Bingham of Harvard, who, although not directly connected with the affair, helped in the peace-making conferences.

WORKERS FOR BLIND GUESTS OF CITY

Delegates Praise Perkins Institution

Perkins Institution for the Blind was lauded by delegates of 37 nations who have been attended a conference of workers for the blind called by President Hoover, at a luncheon tendered by the city at the Copley-Plaza Hatel yesterday. The delegates left last evening for New York, where they will remain two days before leaving for their respective countries.

Mayor Curley presided at the luncheon. He pointed out that Boston, through the use of the George Robert White units, is cutting down infant mortality and the death rate of mothers during child birth, and also materially decreasing the number of babies born blind, through pre-natal instruction.

Among the speakers, all of whom spoke highly of the treatment they had received during their trip, particularly in Boston, were Robert B. Irwin, executive director of the American Foundation for the Blind; Pierre Guinot of Paris, Dr. Lotha Gaebler-Knibbe, president of the organization for the blind in Germany; Henry Hedger, director of the Sydney (Australia) Industrial Blind Institute; Fraulein Margaret Schafferm, representing Switzerland; Senor Ramon Beteta, director of the educational department of the United Charities and Welfare of Mexico City.

Mayor Curley introduced several who lost their sight during the war. They included Capt. E. A. Baker, director of the Canadian National Institute for the Blind; Capt. Ian Fraser, director of St. Dunstan's Hostel in London; Clutha N. MacKenzie, director of the Jubilee Institute for the Blind at Auckland, N. Z.; Dr. Miguel Merid Nicolich of Spain. Miss Hamar Greenwood of England was presented with a bouquet.

Dr. Edward E. Allen, director of the Perkins Institution, became toastmaster when Mayor Curley left the room. The delegates praised his administration of the institution, which many considered to be the best of its kind in the world. Discussion among the delegates has centred about the establishment of a permanent international council for the blind at Paris or Geneva.

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ELY AND CURLEY GLORIFY HORSE

One Rides, Other Drives Into Ballroom of Statler at Horse Lovers' Banquet

BY FRANK M. FAY

Gracing a night of nights devoted to the glorification of the horse, Governor Ely and Mayor Curley fairly outdid themselves by their efforts last night, at the Hotel Statler, to make the occasion memorable. Not only did they "speechify," but one rode, the other drove a noble animal into the great ballroom.

This was the chief feature of a night fairly jammed with unusual features. It was the third annual banquet of the Horse Lovers, and more than 1000 devotees of the beloved animal, including a large number of the best women riders of show horses, were present.

UNIQUE ENTRY BY MAYOR

The Mayor opened the banquet by his appearance driving an "old gray mare," attached to a venerable hack of the vintage of years when he was a young fellow. He was followed by the Governor who appeared on a roan thoroughbred. They then took their seats at the table of Mr. and Mrs. W. J. McDonald in company with the Mayor's daughter, Miss Mary.

In his address, Mayor Curley told how he first came in contact with the horse when he drove a grocery wagon until the time he was at Saratoga when he and his friends lost their shirts on a horse ridden by Earle Sande and which was able to walk home in last place. He also stated that Kentucky boasted of breeding the best horses, women and something which is not allowed in this country due to the 18th amendment, but qualified that the horse lovers of Boston bred and sported the best horses in the country and for gaiety and lustre Boston boasted of the best womanhood in America. Those who love horses, he said, loved to back them for all they were worth and did not want to be hypocrites but favored open betting for those who love the game.

Ely "Joshes" Curley

Mr. Ely told the gathering he was pleased to be present and though he was scheduled to speak at some other gathering returned and took a good-natured fling at Mayor Curley. Governor Ely in his address said that he was not used to riding horses and when he accepted the invitation to the dinner did not expect to make a speech and would be glad when there was instituted a dinner without after-dinner speaking. He suggested that a bridle path be constructed along Tremont, Beacon street and School street so that Mayor Curley could ride on his steed from his Jamaicaway home to City Hall and leave the thoroughbred tied to a hitching post. This he said would not be good for himself but might be for the Lieutenant-Governor. The banquet, he said, showed that the men and women still had courage at this particular time to put on such a show.

Noted Horse Owners Present

The toastmaster was James "Fortune" Young of the Metropolitan Driving Club who in his opening remarks stated that those present, millionaires down to the stable boys, rubbed shoulders and gathered all to be learned about the horse, the greatest animal of all and that the committee thoughtfully arranged and had the horse, in flesh, present, to "glorify horse, the best friend man ever had."

Others speakers were Bayard Tuckerman, Jr., who spoke of the steeplechasers and running horses; Henry G. Vaughan, M. F. H., of the Norfolk Hunt Club; Louis K. Leggett, president of the Boston Horse Show; Augustus F. Goodwin, president of the Eastern Horse Club, and Mrs. Johnson McCormick. Among those present was Forrester "Tim" Clark of Harvard fame.

The affair was one of the most unusual staged in these parts in many years. Noted in the gathering were owners of large stables of show, running and harness racing horses in the country, who came from far distant cities. The show, which started three years ago and which those in charge thought had reached its climax last year, has been copied in other places, but the affair last night was the greatest in the history of the sponsors of the Horse Lovers banquet. At one time more than 20 horses with their riders raced into the dining hall and were greeted with great applause. This was when the 110th Cavalry Band, mounted, in command of Conductor Chester E. Whiting, entered at the conclusion of the moving picture of the Grand National Steeplechase at Liverpool, Eng-

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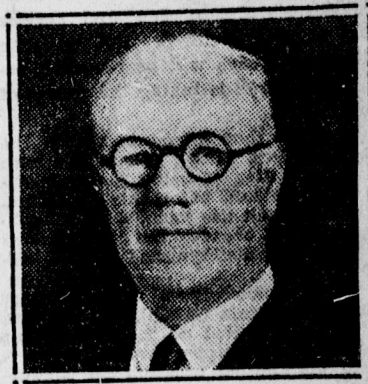
ANNUAL DANCE HELD BY COLUMBIA COURT

More Than 500 Persons at Foresters' Program

Columbia Court, M. C. O. F., held its 38th annual banquet and dance last evening at the Hotel Princeton, Commonwealth av. More than 500 persons attended.

James A. Desmond, a member of the high finance committee of the M. C. O. F., was toastmaster. Mr Desmond, who also is a past chief ranger



JAMES A. DESMOND
Toastmaster

of the court, was presented with a wrist watch by Arthur R. Neary, a past chief ranger of the court and now treasurer. Mr Desmond was chairman of the committee in charge of the banquet and the presentation of the watch was a total surprise to him.

Mrs Desmond, wife of the past chief ranger, was presented with a bouquet of flowers by Eugene F. Canney. She is a past chief ranger of Blessed Sacrament Court, M. C. O. F. Both Mr and Mrs Desmond always have been actively interested in M. C. O. F. activities.

The speakers were Chairman Peter F. Tague of the Election Board, representing Mayor Curley; High Chief Ranger Joseph P. McCabe; Rev Edward P. Twigg, chaplain of the court; Francis P. Hannigan, deputy high chief ranger; Annie F. Sullivan of the high finance committee, and Mrs May McDonald, chief ranger of Blessed Sacrament Court.

Solos were rendered by Fred and Vernie Harrington, Miss Kitty Buckley, May Ahearn and May Whelan.

Mr Tague said that the M. C. O. F. stands in the front rank of fraternal organizations. He spoke of the great love that Mayor Curley has for the organization. He said, in part: "I know of no man who has a greater love for this organization than the present Mayor of Boston, who knows of the great assistance rendered to the people in their time of need. His feeling for your society is augmented by the activity of his beloved and departed son, who was instrumental in the organization of one of the largest and best courts in the M. C. O. F. in the State.

"The members of Old Bostonia Court, filled with love for their organizer, believing him their worthy leader, changed the name of the court to the James M. Curley Jr Court after his death."

HERALD 4/29/31

SIDELIGHTS AT THE HORSE LOVERS' BANQUET

HERALD 4/29/31

HORSE LOVERS HOLD BANQUET

1000 Enthusiasts Turn Out For Third Annual Get-Together

By P. J. CULLEN

One thousand horsemen and women of New England and other parts of the East gathered at Hotel Statler last night at the third annual horse lovers' banquet to form the greatest assemblage of its kind ever brought together in America to pay homage to King Horse.

The highest dignitaries of the state, Gov. Ely and Mayor Curley, mingled with the stable boys and swipes, along with owners of stables of runners, trotting horses, show horses and working horses in a setting that brought out the brightness of the horse as a jewel whose history goes back into the ages unknown.

GRAND NATIONAL PICTURES A FEATURE

Every phase of the horse world was represented. From New York and points South came the lovers of the trotting horse and the bangtails. From the North and West were representatives of the horse show world, while among the great assemblage were many others whose interest in the equine king was that of the ordinary rider, or worker about the horse.

All, however, had one thing in common and that was to give to the horse all the credit due him for his source of pleasure, aid and joy to mankind.

The record-breaking crowd saw the second showing of the Grand National steeplechase moving pictures in America; it saw every style of horse from the polo pony to the thoroughbred in action on the ballroom floor, from the great Arabian strain to the Morgan, the only breed that is truly American.

James F. Young of Quincy was master of ceremonies, and his introductions of each event on the program were one of the features of the night's entertainment. Mayor Curley opened the festivities by driving into the banquet hall in a well turned out phaeton with a beautiful grey in the harness. His excellency entered mounted on a horse, hardly at his ease, but he made a big hit with everyone in the hall.

"TIM" CLARK'S POLO PONY SCORES HIT

Then came in kaleidescopic succession the colorful exposition of the development of the horse in America. The full-blooded Morgan mare, Bucephala, owned by Mrs. Florence F. Dibble of Oldtown Hill stable, Newbury, the champion Morgan mare of the world, showed to the highest degree the beauty of this great strain with Barbara Green in the saddle.

"Tim" Clark, former Harvard polo and crew star, exhibited his Royal Ace, one of the best polo ponies in this section. The thoroughbred horse was represented by George H. D. Lamson's Flag of Fashion, that speedy get-a-way flat runner who has scored victories at The Country Club and Raceland meetings.

Virginia Tolman of Cohasset rode her father's, F. Harold Tolman's, Treasure Box, champion saddle pony of America; Sally Scudder, the niece of W. J. McDonald, one of this nation's famous amateur reinsmen, rode the Arabian pony, Paula, into the banquet hall to the cheers of the gathering, and Mrs. Sydney Winslow, Jr., showed her excellent hackney pony, Jasmine, herself handling the ribbons with all the skill of a professional four-in-hand.

Then came the five-gaited stallion, Flowing Gold, also from the Oldtown Hill stable of Mrs. Dibble, to show the crowd the smooth action of this type of horse developed in the South to make easy the traveling over the large cotton fields of ante-bellum days. Also from the South came the saddle horse, Lexington, owned by Arthur L. Lewis of Newtonville, a beauty in horseflesh, to illustrate the saying of that now famous Irish groom to the effect that "if I ever see a woman with a shape like that, I'll marry her!"

BAYARD TUCKERMAN GIVEN GREAT RECEPTION

Allan J. Wilson of the Metropolitan Driving Club drove his Hollyrood Dick 2:00¼, into the horseshoe of tanbark in the dining hall, and the assembly saw one of the greatest trotters of 1930 in action with the man who is regarded as the foremost amateur driver in the United States handling the reins.

And all this to the strains of the 110th cavalry band, which furnished the music. The rising generation of riders was exemplified by six riders, mounted on Shetland ponies, Mary Wilson, Eleanor Wilson, Betty Scudder, John Tolman, Billy Scudder and Dickie Scudder, all well known to followers of horse shows in New England.

His honor the mayor spoke at some length in his always enthusiastically received style, but nearly every horseman in the hall appreciated the effort of Bayard Tuckerman, Jr., whose reputation as a steeplechase expert is known on two continents. Tuckerman's reception by the crowd consolidated his position as one of the most popular horsemen in New England.

CHAIRMAN NEWBERT RECEIVES CONGRATULATIONS

Credit for the success of the affair, which has alreadys in three years gained an enviable reputation in the horse world, lies largely with Walter E. Newbert, chairman of the committee; John H. Gilbody, secretary and treasurer, and the sponsors among whom were Augustus F. Goodwin, president of the Eastern Horse Club; Josiah P. Wescott; Arthur H. Lovesy, who placed the rustic work in the banquet hall; Louis K. Liggett, president of the Boston Horse Show; C. Harvey Moore, who saw that the entertainment was smoothly handled; N. Howard Peckham; Alland J. Wilson; Arthur L. Lewis and W. J. McDonald.

Other sponsors were Robert Almy, Hugh Bancroft, Reginald W. Bird, Arthur Black, John J. Carroll, H. Hollon Crowell, Albion L. Danforth, Arthur P. Felton, Fred F. Field, Fred C. Green, Joseph D. Knight, Chester W. Lasell, John R. Macomber, Adnah Neyhart, Waldron H. Rand, Jr., Dudley P. Rogers, Richard Saltonstall, Capt. F. D. Sharp, F. Harold Tolman, Charles H. Traiser and Frank G. Trott.

SENATE ADVANCES CITY FINANCE BILLS

Will Allow Borrowing $1,000,000 Outside Debt Limit

Senate bills authorizing the city of Boston to borrow $1,000,000 outside its debt limit for the construction of two municipal buildings in Dorchester were ordered to a third reading by vote of the House of Representatives yesterday.

The measure to authorize the erection of a building at Field's Corner was advanced on voice vote while the bill authorizing the construction of a similar building in the vicinity of Franklin field was advanced by a rollcall vote of 141 to 73.

Enactment of the bills by the Legislature will pass to Mayor Curley and the city council the final decision to order, construction of either or both proposed buildings, the legislation for which was reported adversely by the committee on municipal finance.

Representative George P. Anderson, Back Bay Republican, and regarded as the Curley spokesman in the House, opposed passage of the bills and declared that they did not have the approval of the mayor. Anderson led the House fight a few days ago for the Curley bill to borrow $1,250,000 outside the debt limit for the development of the East Boston airport.

Representatives John Halliwell of New Bedford and Eliot Wadsworth of Boston vigorously opposed the bills. Halliwell declared that the city of Boston is not now in a position to borrow more money outside its debt limit and predicted that next year the city may be compelled to reduce its valuation by more than $30,000,000.

Wadsworth questioned the actual need of the buildings. He said that the city has borrowed up to all reasonable limits. Passage of the $1,250,000 airport bill, he said, has resulted in a flood of petitions seeking reduction of valuation on Boston property, amounting to $150,000,000.

CURLEY LAUDS ABBOTT FOR LIBRARY SERVICE

An exchange of congratulatory messages featured by the declaration of Mayor Curley to Gordon Abbott, retiring trustee of the Boston Public Library, that "payment which I extend in the form of thanks represents the highest award a grateful community can bestow for services of a high order given unselfishly" officially marked the acceptance yesterday of Mr. Abbott's resignation.

In his letter to the mayor Mr. Abbott expressed regret that he had been forced because of his age and the stress of business to decline the recent reappointment for a term of five years, but he complimented the mayor for what he termed his "perfect consideration of the board of trustees and the interests of the library."

Another resignation accepted yesterday was that of Charles K. Bolton, as a member of the commission on the marking of historical sites. He was succeeded by Charles D. Maginnis.

The designation of H. Murray Pakulski, as assistant corporation counsel, as secretary of the board of zoning adjustment, to succeed Leo Schwartz, was announced.

HERALD 4/29/31

HAMILTON FISH TO SPEAK HERE

Curley, in May Day Proclamation, Stresses Patriotism and Nationalism

COMMON PROGRAM EVENTS ANNOUNCED

In calling on the residents of Boston to observe May 1 by stressing the nobility, patriotism and worth of nationalism in contrast to the spurious virtues and illusory values of fictitious pacifism and insidious internationalism, Mayor Curley announced, yesterday, that Congressman Hamilton Fish, Jr., of New York, a prominent anti-communist, will be the principal speaker at patriotic exercises on the Common, Friday, from noon to 3 o'clock.

In the mayor's May day proclamation he asked that loyalty to America and American principles be the keynote of all celebrations.

PATRIOTIC RALLY

Municipal programs will include a May pole dance and fete at the Frog pond from 11 o'clock to noon under the supervision of the Community service with 250 public and parochial primary school children participating and the House of the Angel Guardian band providing music.

The Veterans of Foreign Wars will hold the patriotic rally at the Parkman bandstand at noon and Mayor Curley will speak on citizenship.

His proclamation read:

The 109th anniversary of the organization of Boston's first city government occurs May 1 and marks the close of 109 years of wonderful material expansion, commercial development, human increase and spiritual growth, stimulating to our pride as citizens of a great city and constituting an incentive to labor for a future as glorious as the past has been notable.

Our civic emblem, the flag of Boston, should be displayed upon May 1 alongside of old glory, that our citizens may thus make these flags the symbols of their loyalty to the constitution and the law, an evidence of their devotion to the principles of American government and an expression of their love for the city of their homes.

I suggest that the day be made a special subject of observance in the schools; that the story of Boston, its share in the establishment and maintenance of the republic and American liberty and its place in American history be emphasized that our children may be impressed with the nobility and patriotism and the worth of nationalism to the end that the spurious virtues and illusory values of fictitious pacifism and insidious internationalism may be obliterated from their young minds, and the duty and dignity of loyalty, allegiance and service to America and Americanism may be stamped on their souls. I emphasize these things on May 1 in view of the vicious propaganda now prevalent that aims to color the impressionable mind of youth and poison the soul and sap the solidarity of the nation at its source.

I ask that the keynote of the celebration May 1 be loyalty to America and its principles; loyalty to Boston and its splendid traditions; loyalty to the teaching and conduct that make for a contented city, a peaceful community and a united, harmonious people who, despite depression and unemployment, have not lost faith in American institutions.

TRAVELER 4/29/31

MAY UNITE TWO POLICE GROUPS

Curley Plans Joint Station at East Boston Tunnel

Postponement of the entire new West end police station project and use of the $350,000 made available by the city council for a station housing the Hanover and Joy street divisions in a building over the East Boston tunnel at North square was announced today by Mayor Curley.

The announcement came following a conference with Police Commissioner Hultman, Commissioner Thomas F. Sullivan of the transit commission, and Supt. William J. Casey of the municipal printing plant.

Mayor Curley urged speeding up of the construction of the North square buildings, which include a duplex building housing the police station, tunnel administration building and a new municipal printing plant. The land is now being cleared for the buildings. The $350,000 to have been used for the building in the West end provides for a new building for the Hanover street division and accommodation for 40 policemen who will be employed in the tunnel when completed.

The transit commission has $150,000 set aside for a building as its share of the project, the printing department has $300,000 for its unit, thereby making $800,000 available for the new building over the tunnel.

The mayor has asked the city council to transfer the police station appropriation to the North square project.

HERALD 4/29/31

MAYOR ASKS GIFTS FOR CITY CHARITIES

Mails Appeal for Bequests to Hundreds of Citizens

Letters were mailed to several hundred of Boston's wealthiest citizens, together with Boston attorneys, by Mayor Curley yesterday afternoon requesting that they consider his plan to aid charities with bequests to charitable work carried on by the city when making their wills.

The mayor, in announcing the requests during an address before Boston social workers last night in St. Paul's Cathedral, declared that a generous response will create trust funds through which city charities may be administered with increased effectiveness in future years.

The letters specifically mention the city overseers of the public welfare, the trustees of the George Robert White fund, and the trustees of the City Hospital, as recipients for either outright bequests or trust funds created in wills.

The mayor, introduced by the Rev. George L. Paine, presiding, with a joke about a Negro, hit sharply at race discrimination in Boston, "the city in which started the fight for liberation of the Negroes from slavery."

He told of being visited about two weeks ago by a delegation of 60 college students from Lincoln University, Philadelphia, who were appearing in a concert at Jordan hall. He invited them to be his luncheon guests at the City Club, but when the club discovered they were Negroes, it was announced the students could not be accomodated until 8:30 P. M.

A hotel which the mayor next tried could not arrange to seat the Negroes until 9:30. The Chamber of Commerce dining room could not seat them until 2:30, the mayor said, "when they were certain everyone else had left and wouldn't see them." Mayor Curley said that only the day before he had debated with his daughter whether it would be more unfortunate to be born a Negro or Chinaman, and was convinced of his view that the Negro was more unfortunate, as a result of the experience.

POST 4/29/31

Discrimination Charged In City's Poor Aid Checks

At a meeting held yesterday at the establishment of Musolino & Berger, 117 Commercial street, representatives of 19 wholesale grocery firms of Boston were present to protest against what they termed discrimination against them in the matter of expenditures by checks supplied to needy families by the City of Boston for relief.

It was charged that the recipients of the checks are obliged to purchase their groceries at certain stores. A committee was appointed to draw up a petition to Mayor Curley to halt further issuance of checks on this basis.

Post 4/29/31

HIS HONOR DRIVES TO DINNER

Photo shows Mayor Curley driving horse and carriage into the ballroom of the Hotel Statler last night, where the Horse Lovers' banquet was held. The Mayor is showing how he used to drive a fancy rig years ago

Herald 4/29/31

SEN. WALSH TO DELIVER ADDRESS HERE JULY 4

Name Will Be Added to Notable List Of Faneuil Hall Speakers

United States Senator David I. Walsh has accepted the invitation of Mayor Curley to deliver the Independence day address at Faneuil Hall at 11 A. M., July 4.

The selection of Senator Walsh followed the declination of a similar invitation extended to Owen D. Young, which led Councilman Francis E. Kelly of Dorchester to assail the mayor for slighting ex-Gov. Alfred E. Smith of New York.

Municipal exercises in observance of Independence day have been held in Faneuil Hall annually since 1783, and in announcing that Senator Walsh's name would be added to the list this year, Mayor Curley recalled among other orators:

John Quincy Adams, Harrison Gray Otis, Chief Justice Lemuel Shaw, Franklin Dexter, John C. Gray, William Powell Mason, George Ticknor Curtis, Horace Mann, Charles Francis Adams, Charles Sumner, Charles Theodore Russell, Edward Everett, Dr. Oliver Wendell Holmes, William Everett, the Rev. James Freeman Clarke, Robert C. Winthrop, Henry Cabot Lodge, John Davis Long, Thomas J. Gargan, Dr. Edward Everett Hale, Stephen O'Meara, Curtis Guild, Charles W. Eliot, Justice Louis D. Brandies, Justice Charles A. DeCourcey, the Rev. Charles W. Lyons and Herbert Parker.

Globe 4/29/31

BINGHAM AGREES WITH MAYOR ON B. C.

In Letter Calls Alumni Action Sportsmanlike

William J. Bingham, director of athletics at Harvard, in a letter to Mayor Curley, received today, expressed pleasure at receiving Mayor Curley's letter of April 28, announcing the withdrawal of the Boston College objection to the Dartmouth-Stanford game proposed for Nov 28. Mr Bingham said:

"I quite agree that the action taken by the Boston College Alumni is both sportsmanlike and commendable. I hope that the Boston public will turn out to both games, and that the arrangement will prove satisfactory to all."

HERALD 4/29/31

TOO MUCH THOREAU

The classic and scholarly Thomas A. Mullen should not be dismayed at the reaction of his Roxbury audience of Tuesday night to his eloquent passages on Emerson, Thoreau and other fellows of that kind, and at the request for a discussion of ham-and-egg subjects. Local assemblages are interested primarily in local problems. When a city becomes large, the little centres of population are often overlooked unless the citizens assert their needs through organizations. Streets, light, transportation, garbage collecting, schools, libraries, municipal buildings, policing—these are the vital subjects. When ex-Mayor Nichols was addressing a neighborhood gathering recently, he chanced to refer incidentally to transportation. The applause which interrupted him was so loud and long that he immediately scrapped his prepared speech and specialized earnestly for the rest of the evening on rapid transit.

It is no discredit to the Roxbury Civic League and Improvement Society, therefore, that Mr. Mullen's comments on the great intellects of the past were not welcomed warmly. There was a time when Roxbury was a considerable place all by itself, not merely a ward or two of a city in which it has lost its name, and is always in danger of losing its identity. The objections with which the towns and cities surrounding Boston meet the proposals for annexation are due essentially to the reasons which induce the citizens of Dorchester, Roxbury and other parts of the municipality to organize and try to better local conditions. They are wholesome groups, and are to be commended for keeping their eye on the ball.

BEQUESTS TO THE CITY

During its three centuries of existence Boston has received many gifts and legacies for a wide variety of purposes. Some have been small and the quaintness of the language in which the donor's wishes are expressed often is amusing. Others have been very large, notably those of George F. Parkman and George R. White. Large or small, general or specific in their terms, they are visible reminders of the love which these Bostonians had for their fellow-citizens, their children and their children's children.

Mayor Curley, who has himself established a $100,000 trust fund which will eventually be used to help the city's poor, calls attention to a few of the opportunities for civic benevolence in a booklet which he has sent to members of the bar and to persons of wealth in the community. He describes at some length the heavy responsibility which the overseers of the poor assume in endeavoring to relieve needy citizens of all races and creeds. He speaks of the health units which have been built by the White fund, but which should have endowment so that they can be developed to their fullest possibilities. He mentions the need for additions to the special nursing fund of the City Hospital. Other opportunities will undoubtedly suggest themselves to prospective donors. There are few more direct ways to help the rank and file of humanity than through the medium of a great city.

TAXES ON REAL ESTATE

To the Editor of the Transcript:

There has been appearing in the various newspapers considerable discussion pertaining to taxes on real estate and a very interesting story entitled "Back Bay Houses Being Given Away" was printed in last Sunday's Post.

On Wednesday evening last it was announced in the newspapers that the city of Boston acquired two sites for schools in East Boston at prices ranging from 100 to 200 per cent in excess of the assessed values.

As an owner of real estate and a holder of mortgages in Boston for many years, I have observed the following:

1.—Houses in the Back Bay sell for from 50 to 70 per cent of the assessed value; therefore most of the property in this district pays taxes at the rate of $50 to $60 a thousand instead of $30.80 a thousand.

2.—Property in the market district sells at from 50 to 75 per cent of the assessed value, and property in this old part of the city also pays at the rate of $45 to $55 a thousand instead of $30.80 a thousand.

3.—Waterfront real estate sells for 50 to 80 per cent of the assessed value, and therefore the tax rate in these sections is nearer $50 to $60 a thousand instead of $30.80 a thousand.

4.—In the suburbs of Boston and particularly in the sub-business centers, property is not taxed up to its fair cash value.

5.—In the outlying towns and cities such as Brookline, Milton, Cambridge and Newton, assessed values are much lower than real values. Therefore, properties in these districts pay at a rate considerably less than $30.80 a thousand because real values are much higher than assessed values.

The State tax and the Metropolitan district tax (for the support of Metropolitan water, sewer and parks) are levied in the various cities and towns on the basis of assessed value of real estate in these cities and towns. Now because of this levy, if the old city proper of Boston (with the exception of the retail district), the Back Bay and the South End, are overtaxed, is not Boston subject to a terrific differential on the State and Metropolitan district tax in favor of the lower taxed communities, such as Cambridge, Milton, Brookline, etc.?

Is it not proper at this time for a State commission, recruited from the business organizations, to study the assessed values of the cities and towns in the State so as to have a uniform method of assessing real estate and distributing the burdens and expense more proportionately amongst the owners of real estate? This is a matter which may well concern the mayors of the leading cities of Massachusetts and will have a tendency, if it is corrected, to give Boston an opportunity to grow commercially and industrially at greater speed than if left as it now is.

TRUSTEE

Boston, April 25.

TRANSCRIPT 5/1/31

Jordan's Present Mayor with Table

A gift highly admired by those who saw it at City Hall this afternoon was accepted by Mayor Curley from the Jordan Marsh Company with words of commendation. It was a table in solid maple and a reproduction of an early nineteenth century design, ornamented in front with an eagle modelled from the stern design of an old clipper ship and made from timber removed from the deck of the famous Old Ironsides when the frigate was being reconditioned at the Charlestown Navy Yard three years ago. The Jordan Marsh Company, through the medium of the Berkey & Gay Furniture Company, designed the table in a style to accord with the period when the Constitution sailed and fought. The result is a creation which combines beauty, historic value and practical daily use.

The table was presented to Mayor Curley by Ralph C. Hudson, executive vice president and general manager of the Jordan Marsh Company, who was accompanied to City Hall by Thomas F. Lockney, director, and B. J. Hawkins, store manager.

Mayor Curley to Speak at Communion Breakfast

James M. Curley, Jr., Court, No. 285, Massachusetts Catholic Order of Foresters, will hold its first annual communion breakfast at the Copley Plaza Sunday, at 10 A. M., following attendance at a mass at Holy Cross Cathedral, at 9 A. M. The court was established January 12, 1930, almost a year before the death of Mayor James M. Curley's son, whose name it bears.

Mayor Curley will give the principal address at the breakfast. Other speakers will include High Chief Ranger Joseph P. McCabe, Dr. Helen I. Doherty McGillicuddy, past high chief ranger, City Treasurer Edmund Dolan, Miss Grace Killion, chief ranger of the court, Peter Welch, deputy chief ranger, and Rev. Harry M. O'Connor, chaplain of the court and of the State high court.

City Penal Commissioner William O'Hara will act as toastmaster and special musical numbers will be rendered by the Cathedral Choir. Among the guests will be Mr. and Mrs. Joseph M. Smart, parents of Joseph Smart, first member of the court, who died March 9, 1930.

The mass at the Cathedral will be in memory of James M. Curley, Jr. The center aisle will be reserved for members of the court, who will receive communion in a body.

MAYOR REAPPOINTS TWO

Guy W. Cox and Frederic J. Crosby, members of the sinking funds commission, whose terms expired yesterday, were reappointed for terms of three years by Mayor Curley.

Mayor Is Against Reduction of Wages

Speaking at a dinner of the "Better Homes Week" at the Hotel Vendome last night, Mayor Curley declared that the wage scale must not be reduced in spite of financial depression. The American home is the finest in the world and it is the home of the average working man and woman, and if the wage scale is lowered, the standard of this home will be lowered to the detriment of the nation, the mayor said.

He warned employers that lowering of the wage scale, which will decrease the standard of the home, will only prolong the period of depression. The prosperity of the country, he said, was based on the high standard of the American Home. He praised the work of the leaders of "The Better Homes" campaign and stated that he would lend all support in any attempt to rid the city of its rickety tenement conditions. Proper housing, proper sanitation, were of first importance for the general welfare of the community.

TRAVELER 5/1/31

OLD IRONSIDES TABLE FOR CURLEY

Piece Presented to Mayor by Jordan Marsh Co.

A solid maple table made from timbers removed from the orlop deck of Old Ironsides and ornamented with an eagle modelled from the stern design of the old frigate was presented Mayor Curley today by the Jordan Marsh Company.

The presentation was made in the mayor's office by Ralph C. Hudson, executive vice-president and general manager of Jordan Marsh Company, who was accompanied by Thomas F. Lockney, director, and B. G. Hawkins, store manager.

When the famous frigate was being rebuilt at the Boston navy yard in 1929, Jordan Marsh Company acquired some of the old timbers and its experts designed the table presented today. It is like tables popular in the period when the Constitution was making history on the seas.

GLOBE 5/1/31

SOUNDS KEYNOTE OF CHILD HEALTH DAY

Curley Says Children Are Nation's Greatest Asset

Mayor Curley, in a radio broadcast over station WNAC yesterday, sounded the keynote for the observance of Child Health Day, that was held yesterday by proclamation of Congress and the President of the United States.

The Mayor said that a community's child health program is an index of its intelligence and that there is a constantly-growing realization of the thought that the Nation's greatest asset is the health of its children.

Other observances of the day included the reading of the Children's Charter, drawn up by the recent White House conference on child health, by Dr George H. Bigelow, State Commissioner of Health, who represented Gov Ely; exercises in the Boston public schools and programs by the Community Health Association, Boston's organization of visiting nurses, and other organizations.

Mayor Curley said, in part:

"We have added 20 years to the expectancy of life since the Civil War and much of this has been due to the fact that we have a sounder knowledge of how the lives of young babies may be saved. In all intelligent communities, the infant mortality rate has been cut practically in two since 1900. In other words, the chances of a baby surviving at birth to at least one year is twice as great as it was then.

"We find, however, that 54 percent of all infant deaths occur during the dangerous first year of life. To find some method for the reduction of this staggering mortality is the problem with which we find ourselves confronted.

"How can we remain content that everything is being done which should be done when we lose almost 200,000 babies annually in the United States, of which group more than 50 percent die from preventable causes? What a horrible indictment of civilization! The need and value of an adequate program for the protection of the health and welfare of the approximately twenty-five million children of school age and under in the United States should be indeed the concern of Government.

"We are pleased with the increased annual expenditure of our Department of Health, which has in less than 15 years grown from $300,000 to more than $1,000,000 expended in 1930. We feel that this expenditure has been justified by the gratifying results manifested in the improvement of the general health of our people and particularly in the material reduction of deaths among our children.

"Boston's infant mortality rate was reduced materially in 1930 and we are exceedingly gratified because there were fewer children who died from all causes this past year than in any year in the history of Boston. We used to lose 225 children annually from diphtheria but because of the wise expendtiure of money for diphtheria prevention approximately 10 children of Boston residents died from this dreadful disease last year."

TRANSCRIPT 5/1/31

Ely in Tight Place Now on Elevated Bill

Fuller and Curley Moves Will Force Showdown on Threat to Terminate Contract

Purchase Group Firm

Lining Up Support for Public Ownership, Some Believe, to Save Governor

By Richard D. Grant

The move on the part of an influential group of Democrats in the Legislature to "break" with Governor Joseph B. Ely on the Boston Elevated control controversy, coming simultaneously with an attack on the twenty-eight-year Elevated bill now before the House Ways and Means Committee by former Governor Alvan T. Fuller and only a short time after the positive declaration for public ownership by Mayor James M. Curley of Boston, was interpreted today as an effort to save the governor from the embarrassing position in which he has placed himself by advocating return of the Elevated to its owners if they will not accept the new control bill.

In view of the governor's previous strongly expressed views in favor of public purchase of the El, the implied threat to terminate the 1918 contract was not taken over-seriously at the time. Later developments, including the apparent willingness of many of the Elevated stockholders to accept the ultimatum and the mayor's timely entrance as champion of the cause which Mr. Ely seemingly was ready to discard, brought about a situation that has the making of a major campaign issue for the gubernatorial contest to be held in 1932.

Mr. Fuller's comment on the Elevated was part of a speech delivered yesterday afternoon at a meeting of the Saugus Women's Club and the former chief executive not only criticized the Ely administration on this score but hammered it vigorously for its sponsorship of a program that has doubled the amount of the State debt since the first of the year.

The building program at the Norfolk Prison Colony, the memorial beacon on Mount Greylock, the proposed Westfield Armory, compulsory motor vehicle insurance legislation and general encouragement of a free spending policy that presages the financial embarrassment of Massachusetts cities and towns, all were in turn delivered smashing blows by the former governor, who is leaving little room for doubt that he will be a dominating factor in the contest for governor a year from now whether he runs himself or not.

Mr. Fuller's criticism of the present Elevated bill included the accusation that, in addition to the favor-seeking of the stockholders of the company, the support of the American Federation of Labor has been enlisted this year, in getting the State branch to petition for legislation, on the ground that the union employees of the railway want to maintain their high wages, lax discipline and other advantages not strictly in the public interest.

It was said last night by a group of House and Senate Democrats, including Senator James J. Twohig, whose name is synonymous with public ownership of the El, and Representatives John V. Mahoney and Owen A. Gallagher of Dorchester and William H. Doyle of Malden, that, regardless of Governor Ely's feelings in the matter, they consider the public purchase option in the present Elevated agreement too precious to be surrendered and will oppose any effort made to turn the road back to private management. Once the option is forfeited, it cannot be recalled, they say, voicing the belief that the trend is moving more toward public ownership, or will be when the car riders fully understand after the first of July that they must make good a deficit of almost $2,000,000 incurred in operation since a year ago this time.

Mr. Twohig has filed a bill providing for purchase of the road by the metropolitan district and the institution of a five-cent fare. The other members of the group have not expressed opinion as to whether they are with him on this measure but will discuss the situation generally at a conference scheduled for this afternoon.

When Mayor Curley, who, by the way, denied last night that he was a candidate for governor, saying that he was interested only in performing his duties as mayor, went to the State House a few weeks ago and told the House Ways and Means Committee that he was prepared to make a fight for public ownership of the Elevated, there were many who thought he had effectively "boxed" the governor, whose statement that the stockholders could have their road back if they wouldn't take the 28-year control bill had been made only two days before.

Whatever they may do, Mayor Curley and the governor are not pulling oars on the same side of the Democratic boat; in fact, His Honor has frequently been accused of rocking the skiff a bit while Mr. Ely was changing seats, but there are a few details of the Elevated situation that do not dovetail as well as they might.

For instance, it is rather well known that the majority of the committee on metropolitan affairs fought to keep out that part of Section 17, in this year's Elevated bill, which allows the Commonwealth or metropolitan district to subtract from the purchase price, in exercising the option to buy the road, the amount of whatever deficts assessed on the cities and towns served have not been paid back. Representative George A. Gilman, House chairman of the committee, told representatives of the governor that if this provision were left in there might as well be no bill at all as it was a foregone conclusion that the stockholders would turn it flatly down. Notwithstanding this objection the chief executive let it be known that if the offending section were not reported just as it had been written in, he would not sign the measure.

The Governor's Ultimatum

True to prediction, the Elevated directors, represented by Frederick E. Snow one of the attorneys who helped to draf the 1918 contract, declined even to discuss the twenty-eight-year bill for the reason stated. Then the governor remarked that it might be a good idea to make them take the road back. He called a conference attended by Mr. Snow, H. Ware Barnum, general counsel for the Elevated; Senator Twohig, Representative Gilman, Senator Charles C. Warren of Arlington, the Senate chairman of Metropolitan Affairs; and the chairmen of the House and Senate Ways and Means committees; Representative Albert F. Bigelow of Brookline and Senator George C. Moyse of Waltham.

It is understood that he tried to impress this ultimatum upon Mr. Snow, but that Mr. Snow showed neither interest nor concern, merely reiterating that he could not accept on behalf of the directors the kind of bill they were offering him.

The Curley declaration placed Senator Twohig in juxtaposition with both the State House and City Hall, from which position even now it is not clear he has made any conscious effort to extricate himself. He is a friend of the mayor; in fact, Mr. Curley borrowed the South Boston senator's entire argument on public ownership to use at the hearing before Ways and Means, and Twohig said he was glad to have such a powerful ally on his side, even if Mayor Curley did get the newspaper headlines that day that the senator might reasonably have thought reserved for himself. On the other hand, he was in close touch with Governor Ely before and after election on the Elevated matter and, as a member of Metropolitan Affairs, had as much to do as anyone else with drafting the Ely viewpoint into the bill.

But the mayor and the governor now are just as far apart on the Elevated problem as they were on the subject of Mr. Ely's qualifications for the governorship during the campaign. At that time, it will be recalled, the bluff to terminate the Elevated contract, if that is what it was, would not have worked anyway, according to those who claim to know, because the Elevated owners are not at all sure that they might not do better under efficient private management. At any rate, if the governor had the votes in his own party to go through with it, he would find the measure on his desk in no time, as the Republicans, both in and outside of Boston are all set to vote that way.

Meantime, Mr. Snow, who gave the impression at the hearing that he might approve a bill for public control with reduced dividends on both common and preferred stock, has been down in Room 245 chatting pleasantly with Acting Chairman Bigelow and the rest of the Ways and Means members about it in a general way.

The popular guess is that nothing startling will be done this year. The question is as to what will happen next year after the fares go up and a big slice of the 1930-31 deficit is added onto the tax rate of the district. That will be something to keep company with the problem of how to prevent the State tax from being increased more than $6,000,000.

When Mayor Curley ponders over the merit he might have acquired by a prompt and gracious acceptance of that police ticket he must feel like repeating the melancholy couplet that closes "Maud Muller."

Globe 5/1/31

CONSERVE CHILD HEALTH, MAYOR'S PLEA ON RADIO

Much Good Work Being Done, He Concedes, But Urges That Parents Increase Their Efforts

Municipal child health conservation was the subject of the radio broadcast by Mayor Curley over Station WNAC at noon today. A community's child health program, said the Mayor, is an index of its intelligence and there is a constantly growing realization of the thought that the Nation's greatest asset is the health of its children.

Mayor Curley said:

"President Hoover, in his recent address at the White House conference on child health and protection, dramatically challenged the interest of every father and mother by saying, 'If we could have but one generation of properly born, trained, educated and healthy children, a thousand other problems of Government would vanish.'

"Parents may draw quite an object lesson, indeed, from this statement and dedicate themselves to renewed effort for obtaining better health for their children.

"We have added 20 years to the expectancy of life since the Civil War and much of this has been due to the fact that we have a sounder knowledge of how the lives of young babies may be saved. In all intelligent communities, the infant mortality rate has been cut practically in two since 1900. In other words, the chances of a baby surviving at birth to at least one year is twice as great as it was then.

"We find, however, that 54 percent of all infant deaths occur during the dangerous first year of life. To find some method for the reduction of this staggering mortality is the problem with which we find ourselves confronted.

"Horrible Indictment"

"How can we remain content that everything is being done which should be done when we lose almost 200,000 babies annually in the United States, of which group more than 50 percent die from preventable causes? What a horrible indictment of civilization! The need and value of an adequate program for the protection of the health and welfare of the approximately twenty-five million children of school age and under in the United States should be indeed the concern of Government.

"May I, as the official representative of the city of Boston, gratefully acknowledge my sincere appreciation of this opportunity presented for the indorsement of this most laudable purpose in the setting aside of this day as Child Health Day, with the splendid opportunity it affords for the stressing of the great need for the conservation of the health of our children.

"Citizens, familiar with the history of Massachusetts and the history of Boston, have a mindfulness indeed of the interest shown by our people for the improvement of the general health of all and particularly for the welfare of our children. It has manifested itself in the establishment of hospitals for the care of our acute sick, sanatoria for the care of the tubercular, improvement of facilities for the care of our unfortunate insane and in the constantly expanding programs, as a whole, for better health.

"Boston is officially mindful of the significance of the challenge that every child has a right to be born well and that everything which scientific medicine has to offer for the protection of maternal and child life is of immediate concern to our municipalty.

"We are pleased with the increased annual expenditure of our Department of Health, which has in less than 15 years grown from $300,000 to more than $1,000,000 expended in 1930. We feel that this expenditure has been justified by the gratifying results manifested in the improvement of the general health of our people and particularly in the material reduction of deaths among our children.

Drop in Infant Mortality

"Boston's infant mortality rate was reduced materially in 1930 and we are exceedingly gratified because there were fewer children who died from all causes this past year than in any year in the history of Boston. We used to lose 225 children annually from diphtheria but because of the wise expendtiure of money for diphtheria prevention approximately 10 children of Boston residents died from this dreadful disease last year.

"Tuberculosis, attacking many children, is being successfully combatted through the instrumentality of the tuberculosis division of our health department and the facilities presented for the prevention of this disease among children upon the roofs of our health units.

"Eighteen child health clinics, manned by 50 pediatricians from Harvard, Tufts and Boston University Medical Schools, and at which there are held 30 conferences weekly, attract thousands of intelligent mothers who made more than 60,000 visits last year to these clinics, which concern themselves in a material way with the supervision of the health of the youngsters brought there periodically.

"Vaccination against smallpox and typhoid fever, immunization against diphtheria, examinations for camps and day nurseries are a few of the activities carried on at these clinics. A staff of 25 dentists and dental hygienists, under the direction of the Forsythe Dental Infirmary, rendered prophylactic dental care to 56,000 young children, who made 92,000 visits to the health units last year.

"About 150 nurses from the Department of Health visit the homes of the newborn children, and stress to the mothers the importance of periodic medical supervision, and endeavor to interest parents in obtaining the same from their own family physicians or at the clinics maintained by the Health Department."

CURLEY SENDS GIFT TO ELYS ON ANNIVERSARY

Mayor Curley today sent to Secretary de Witt de Wolfe at the State House, a gift in honor of Gov Ely's 25th wedding anniversary. The silver wedding present to Gov and Mrs Ely is a silver humidor, in the shape of a loving cup. Secretary de Wolfe forwarded the gift immediately to the home of Gov Ely at Westfield.

BINGHAM PRAISES ACTION OF BOSTON COLLEGE ALUMNI

William J. Bingham, director of athletics at Harvard, in a letter to Mayor Curley, received yesterday, expressed pleasure at receiving Mayor Curley's letter of April 28, announcing the withdrawal of the Boston College objection to the Dartmouth-Stanford game proposed for Nov 28. Mr Bingham said:

"I quite agree that the action taken by the Boston College Alumni is both sportsmanlike and commendable. I hope that the Boston public will turn out to both games, and that the arrangement will prove satisfactory to all."

Mayor Warns Against Lowering Wage Scale

The wage scale must not be cut down in spite of the financial depression, Mayor Curley stated last night, speaking at a dinner of the "Better Homes Week" at the Hotel Vendome. The American home is the finest in the world and it is the home of the average working man and woman, and if the wage scale is lowered, the standard of this home will be lowered to the detriment of the nation, the Mayor said.

He warned employers that lowering of the wage scale, which will decrease the standard of the home, will only prolong the period of depression. The prosperity of the country, he said, was based on the high standard of the American home. He praised the work of the leaders of "The Better Homes" campaign and stated that he would lend all support in any attempt to rid the city of its rickety tenement conditions. Proper housing, proper sanitation, were of first importance for the general welfare of the community.

Contract Awarded for No. Harvard St.

One of the largest street surfacing contracts of the year was that awarded to A. R. Doyle, Inc., at City Hall today. This company was the lowest of ten bidders, agreeing to apply sheet asphalt to North Harvard street, Brighton, from Webster avenue to Cambridge, for $42,954 and to have the work finished by Aug. 1. This is a through highway of a great volume of travel and the improvement has been urgent for years.

AMERICAN 5/1/31

CURLEY PRAISES AMERICAN FOR AIDING FIGHT

Bill Authorizes City to Borrow $1,250,000; to Provide Work for Many

Announcement that Governor Ely had signed the Boston Airport development bill brought a statement from Mayor Curley today congratulating the people of Boston and thanking the Boston Evening American for its aid in securing the legislation.

Mayor Curley said work will be started at the earliest opportunity, and in addition to affording employment for many men, will place Boston in the front rank as regards aviation facilities.

FLATS TO BE RECLAIMED

The bill, which became a law with the Governor's signature, authorizes the city to borrow $1,250,000 outside the debt limit for the purpose of developing the airport.

Bird Island Flats will be reclaimed, thereby adding Governor's Island to the present airport, the development covering 1000 acres.

Stating that the passage of the bill was most gratifying, the mayor said, in part:

"It would have been a breach of good faith had the Legislature failed to act in this manner and would have retarded the completion of the program for the extension and development of the airport as planned by those in charge.

"The contract for the razing of Governors' Island and the reclamation of Bird Island flats will be entered into at the earliest possible date and in addition to affording opportunity for employment to many men, it will place Boston in an exceedingly fortunate position as contrasted with other cities in the matter of aviation facilities.

"The addition of Governors' Island and the reclamation of Bird Island flats to the airport will result in a development covering 1000 acres and extending two and one-half miles into the ocean with a 40-foot channel alongside.

TO INCREASE SHIPMENTS

"Work is progressing upon the East Boston tunnel and provision will shortly be made for the widening of Porter st., East Boston, thus providing a boulevard from the East Boston portal of the tunnel to the airport.

"The completion of the tunnel and the widening of Porter [illegible] ing easier of access than any in the world."

The mayor said there is a reasonable assurance that the Ford Motor Co. will increase the volume of their business in flying tri-motored planes to the airport for shipment abroad, and concluded:

"Boston is indeed to be congratulated and as mayor I desire to express my thanks to the press of Boston and particularly to the Boston Evening American for the valuable assistance given me in the passage of the legislation for the improvement of the airport."

TRAVELER 5/1/31

MAY DAY FETE BIG FEATURE ON COMMON

Patriotic Exercises Draw Crowd; Reds' Rally Quiet

A big patriotic meeting on the Common, addressed by national, state and city officials, marked the observance today in Boston of May day.

REDS HAVE QUIET DAY

Bands played, children romped in May day frolic, thousands wandered from one corner of the vast area to the other.

Twenty-nine communist organizations, on a permit issued to the Provisional United Front Committee, held a jiont meeting on the Charles street mall and then returned to their headquarters for the most part. Many of the audience that listened, at times attentively, at times shifting to jeers and heckling, to the speakers, flocked to the Parkman band stand and remained for "the big show."

And all the while, from half an hour before noon to well into the afternoon, 300 police, including the riot squad and plainclothesmen, under personal direction of Supt. Crowley, lolled about with little to do.

They were on hand lest anything bordering on a demonstration or disorder occurred. Supt. Crowley has stated that he expected no trouble. His judgment was perfect.

There was but one "casualty." Solomon Motzkin, 16, of Granville avenue, Malden was overcome in the crowd that gathered at the communist meeting. He was treated at the relief station

At 11 o'clock the children's program was staged at the Frog pond, under the auspices of the Community Service. Members of George H. Beaulieu post 498, Veterans of Foreign Wars, of Dorchester, and Theodore Roosevelt detachment of the Marine Corp League assisted. There was a flag raising, a May pole dance and a tableau, "The Coming of Spring."

THE RED RALLY

As the children's parcy was breaking up the communist meeting got underway. Harry J. Canter presided. There were four speakers, including Richard B. Moore, New York Negro. The remarks of the speakers were confined mainly to an attack on Congressman Hamilton Fiish, Jr., of New York, the main speaker at the big meeting at the Parkman bandstand.

A few placards, that some in the gathering carried, were ordered out of sight by the police. The order was obeyed and the meeting, which continued for an hour and a half, was not marked by anything sensational.

At Parkman bandstand the speakers sounded a note of warning against the activities of communism. Councilman eHrman L. Bush was master of ceremonies.

The opening adress was by Mrs. Ida Cohen of the women's auxiliary of the Veterans of Foreign Wars. The Rev. Wallace Hayes, national chaplain, offered the invocation.

Prior to the address of Congressman Fish the speakers were: Mrs. Irene E. Hurley, department president of the auxiliary; Brig.-Gen. Allston Hamilton, representing Secretary of War Hurley; Dr. Julian D. Lucas, department commander of the veterans; Congressman William P. Connery, Jr., of Lynn.

GIVEN BIG WELCOME

Congressman Fish was enthusiastically welcomed. "Ours is the oldest republic in existence," he said. "It is well worth preserving and we will see that it is protected from the vicious attacks of sooviet Russia. We resent any alien interference with our institutions and we will not tolerate any revolutionary communism, directed from Moscow and aimed at the happiness of our people. We will not recognize societ Russia so long as it sends its agents to sow the seeds of hate and atheism here. This counttry is wortth living for in time or peace and is worth dying for in time of war."

Mayor Curley followed the congressman. Introduced as "a human dynamo of indomitable courage and energy," he paid tribute to the women of the country who sent their husbands, sons, brothers and sweethearts into the defence of the flag.

"This gathering," he said, "is a challenge to the communist who does not believe in work and to the employer who promotes communism in dull times by discharging his help. Such a man is as much a communist as the man who waves a red flag."

The mayor defended the use of public funds to aid men out of work and urged courage in solving the unemployment problem.

"Why should the worker," he said, "be responsible for a condition which compels him to walk the streets, unable to sell his product—in labor? There should be adequate opportunity for him. I am hopeful that through orderly proceedings, through the co-operation and co-ordination we will solve this unemployment situation."

Ghoibe 5/1/31

ORDER 300 POLICE TO MAY DAY DUTY

Cordon With Gas Bombs Will Encircle Reds Group Today

Gov Ely to Speak on the Common And War Veterans Plan Rally

Boston police prepared for May Day last night with orders issued by Supt Crowley that will have on instantaneous call today a force of 300 police officers, many of whom will be armed with tear gas bombs, submachine guns, and the famous old hickory night sticks, brought back into use for the first time since their abandonment in 1919

Supt Crowley does not expect any disturbance, although Communists will observe International Labor Day, while the Women's Auxiliary of the Veterans of Foreign Wars are listening to a speech by Gov Ely at the Parkman Bandstand on the Common.

The Communists have been assigned to the Charles-st mall, near the main gate.

A line of police will stretch around the Communist group, and the first sign of illegal activity on the part of the Communists or sympathizers will be quelled immediately.

Working with Supt Crowley and Deputy Supt James McDevitt will be Capts Mosher, Hoppe, Mullen and Lutz. Capt Lutz will have charge of the riot squad with the riot and submachine guns.

Patriotic Rally

Following the city observance of May Day the Veterans of Foreign Wars will hold a patriotic rally, which will continue until 3 p m. The city observance will last from 11 a m until noon.

Congressman Hamilton Fish Jr of New York, who is campaigning to arouse the Nation against a Communistic menace, will be the orator at the veterans' exercises. Mayor Curley will deliver an address on citizenship.

Mayor Curley last night declared that the veterans are entitled to the thanks of the community for arranging the exercises today.

"A period of depression such as has been in evidence during the past year," said the Mayor, "represents the acid test of patriotism. Every worth-while reform secured in the history of America or the world has required patience, determination and cooperation upon the part of the people; and is best achieved through peaceful and orderly procedure.

"Under a Government fashioned as is the American Government, namely, through the enactment of laws rather than as a consequence of individual opinions, the agitators favoring an immediate Utopia not infrequently develop a considerable following. A comparison, however, between conditions in America and the other countries of the world is convincing proof of the soundness of the custom adopted and followed from the beginning, and any organization whose membership has proven its loyalty, devotion and patriotism in the hour of crisis represents a dependable source for right direction in times of peace.

"If the industrial crisis in evidence during the last year and a half results in the adoption of a permanent program of industrial planning to prevent a recurrence, it may prove a blessing rather than an injury. To the present, Americans have not been stampeded into the ranks of Communism; their patriotism and love of country has undergone a severe test, and they have measured up to the best standards which the past has furnished.

"The movement deserves encouragement; may success attend the efforts of its sponsors."

May Pole Dance

At the Frog Pond there will be a May Pole dance and May Fete under the supervision of the Community service of Boston in which about 200 primary school children will participate.

The parochial school children to participate in these ceremonies are from the following schools: St Anthony's Church, St John's Church and the North End Settlement House.

The House of the Angel Guardian Band, which has volunteered its services, will furnish the music.

The participating organizations in the ceremonies include Veterans of Foreign Wars of the United States, Grand Army of the Republic, United Spanish War Veterans, American Legion, Disabled War Veterans, Jewish War Veterans, Sons of Union Veterans, Military Order of the World War, Army and Navy Union, Ladies of the G. A. R., Auxiliary to the United Spanish War Veterans, Auxiliary to the American Legion, American War Mothers, Gold Star Mothers' Unit 1, Auxiliary to the Sons of Union Veterans, Daughters of Union Veterans, Daughters of American Revolution, Massachusetts Daughters of American Revolution, Auxiliary to Army and Navy Union, Woman's Relief Corps and Service Star Legion.

Program in Detail

The program follows: Opening address, Mrs Ida Cohen, general chairman; invocation, Rev Wallace Hayes, national chaplain, V. F. W.; selection, "America"; master of ceremonies, City Councilor Herman Bush, DSC; address, Mrs Irene E. Hurley, department president Ladies' Auxiliary, V. F. W.; address, Brig Gen Alston Hamilton, U. S. A., representing Patrick Hurley, Secretary of War.

Address, Gov Ely; address, Atty Gen Joseph Warner; selection, "Marche Militaire"; address, Congressman Hamilton Fish Jr of New York; address, Mayor Curley; selection, march, "N. C. 4"; address, Dr Julian D. Lucas, department commander, Massachusetts V. F. W.; address, Mrs Bessie Hanken, past national president, Ladies' Auxiliary, V. F. W.; selection, "Stars and Stripes Forever"; address, Waldo Turner, department commander, G. A. R.; address, Mrs G. H. Brousseau, past president general, D. A. R., and "The Star-Spangled Banner."

The committee: Mrs Cohen, Mrs Hanken; Mrs Mary M. O'Keefe, national patriotic instructor, V. F. W.; Mrs Hazel M. Shields, department secretary, V. F. W.; Mrs Florence MacAdams, Mrs Sarah Woolf, Mrs Florence Ford and Mrs Louise Brophy.

RECORD 5/1/31

(Daily Record Photo)

"I Kiss Your Hand–" Spring came yesterday when Mayor James M. Curley donned his straw hat to greet little Miss Lydie Tagliuca, who's to be Queen of the May at Boston Common's May Day today. He bowed low and kissed her hand, paying compliment to her beauty

GLOBE 5/1/31

CONFERENCE SPEEDS UP CITY BUILDING PROJECT

Mayor James M. Curley, Police Commissioner Eugene C. Hultman, Col Thomas F. Sullivan and William J. Casey, superintendent of the city printing plant, were in conference at City Hall yesterday on plans for speeding up a building program, which will include a new police station for Division 1, a city printing plant, and an administration building for the Transit Commission to cost $825,000.

The buildings will be erected on the roof of the East Boston Tunnel at North and Hanover st.

The city printing plant saved $325,000 and that amount will be expended for a new building. Some time ago the City Council voted $350,000 for a new building to house jointly Division 1 and Division 3. The Mayor will next Monday send an order to the City Council to have the $350,000 order for the joint station rescinded and a new order to make the money available for Division 1 and Division 3 wait another year.

It will cost about $150,000 for the tunnel administration building of the Transit Department, and it is planned to make a sort of duplex building for the transit and the police station. The tunnel will require about 40 police officers on duty every 24 hours.

GLOBE 5/1/31

CURLEY ADDRESSES BETTER HOMES PARTY

Speaks Against Reduction of Wages

"No reduction of wages with corresponding lowering of the standard of living" was the keynote of Mayor Curley's address at the "get-together and banquet" of the Boston units working for "Better-Homes Week," which took place last evening at Hotel Vendome.

The Mayor, who was accompanied by his daughter, Miss Mary Curley, addressed a gathering of more than 300, in which bright-faced and alert looking women greatly preponderated.

The Mayor regretted that it had taken a war to bring about a really adequate standard of living and of wages to the working people of America, whether skilled or otherwise, and to make it possible for parents of that class to send their children to high schools or colleges, and thus "give them a better start in life than the parents themselves had had."

Suggests Cut in Dividends

"Today the voices of poorly-informed economists are heard recommending a return to pre-war wage scales," said the Mayor, "but I am convinced that the greater number of Americans would prefer to see a cut in dividends rather than a cut in wages of workers, which would mean a further threat to the prosperity of the people.

"I am compelled to ask, should not the United States develop a program making for a continuity of industry that would insure a comfortable living for all the people?"

The Mayor, referring again to a proposition to cut down wages, termed it "a crime to even talk of it," and declared that such a policy would be "in the interest primarily of the doctor and the undertaker," and that business depression is always accompanied by a reduction in filing of marriage intentions.

Would Improve Tenements

He recommended as preferable to wage reduction, cutting $20,000 or so off the salaries of men receiving $100,000 a year, in order to maintain prevailing wage rates and incidentally to give the rising generation better education, more and better food and clothing and needed books in the homes.

Mayor Curley told of his successful fight some years ago to abolish unsanitary, dark basement tenements. He added that while Boston has no slums today, she still has tenements, "the owners of which ought to be sent to jail for allowing anyone to live in them."

He declared that expenditure of $200,000 a year for 50 years would eradicate all unhealthy tenements in Boston. He believed that such a program would be a profitable thing for the city.

In connection with the work being done to clean up neighborhoods and to render dwellings more hygienic it was stated that more than 100 women lodging house keepers are members of the Boston Better Homes Committee.

HERALD 5/1/31

ON HIS WAY TO MEET THE MAYOR

Police Commissioner Hultman displaying a peculiar grin on his way to call on Mayor Curley at City Hall. If the commissioner had the famous Curley tag in his pocket he carefully refrained from mentioning it.

Mayor Curley Declines to Pose With Hultman for Photographers

Mayor Curley declined yesterday to be photographed with Police Commissioner Hultman. The refusal was by implication rather than by a specific decision but the mayor's failure to invite waiting camera men to his office, where Hultman was attending a conference, was construed as a positive but silent declination to permit a photograph to be taken.

Hultman was unattended when he walked into City Hall and he was alone when he departed. The conference to which Hultman, Col. Thomas F. Sullivan of the transit commission and Supt. William J. Casey of the municipal printing plant, were bidden by the mayor, decided to abandon for the present year the construction of a new police station to replace the present Joy street building and to utilize the entire fund available, $350,000, for a new station over the East Boston tunnel at North square.

The printing department will contribute $300,000 and $150,000 has been allocated from the tunnel fund to meet the cost of the municipal buildings to be erected on the tunnel plaza.

A duplex building of ornate appearance will provide accommodations for the Hanover street police division and a tunnel administration building for the transit department necessary to the operation of the tunnel. The printing plant building will be an independent unit.

Mayor Curley announced that the West end police station building project had been postponed until next year and that he will ask the approval of the city council Monday for the allocation of the entire $350,000 appropriation, intended to provide a building in Joy street where the North and West end police divisions would be consolidated, for the North square police building.

MAYOR ADMINISTRATOR OF LATE SON'S ESTATE

Mayor Curley was appointed by Judge Dolan in the Suffolk probate court yesterday administrator of the estate of his son, James M. Curley, Jr., who died Jan. 9, 1931, leaving an estate of $9,500. His father is his only heir. The mayor has filed a $10,000 bond.

POST 5/1/31

MAYOR DENIES HE SEEKS GOVERNORSHIP

Mayor Curley early this morning scoffed at reports that he is carrying on a quiet campaign for the Governorship.

"I'm not interested in the Governorship," he told the Post. "I am more interested in my present job and am trying to do it the best I know how," he added.

AMERICAN 5/1/31

CITY OBSERVES ANNIVERSARY

A May Pole dance and May Day Fete at the Frog Pond on the Common with display of the city flag on public buildings, marked Boston's observance of its 109th anniversary as a city today.

In response to a proclamation issued by Mayor Curley, special observances were held in the schools, but there was no official celebration of the event.

The festivities at the Frog Pond took place at 11 o'clock under the supervision of the Community Service of Boston, with about 250 primary school children participating.

Parochial school children who took part were from schools of St. Anthony's Church, St. John's Church and the North End Settlement House.

Music was furnished by the band of the House of the Angel Guardian, which volunteered its services. The dance and fete lasted an hour.

By roder of the mayor the city flag was displayed on all public buildings along with Old Glory.

Boston's first city government was organized 109 years ago and Mayor Curley pointed out the intervening period marks wonderful material expansion, commercial development, human increase and spiritual growth.

He asked that the keynote of the celebration be loyalty to America and Boston.

HERALD 6/1/31

CURLEY BOOM STARTS

ONE SEEKS PLACE OTHER FILLED

JAMES M. CURLEY
Boomed for Governor

ALVAN T. FULLER
Former Governor

MAYOR'S DRIVE FOR GOVERNOR BEGUN QUIETLY

Friends Declare He Is in Race to Finish Despite Ely's Plans

FORMAL STATEMENT YET TO BE MADE

Believes Youngman Will Be Opponent and Predicts Easy Victory

Mayor Curley is a candidate for the Democratic nomination for Governor in 1932. His campaign, although yet well within the limits of its preliminary phase, has already been quietly launched.

A decision of Gov. Ely to seek renomination will not force his withdrawal in the opinion of his backers.

A report that Gov. Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indicative of a decision, already reached, that the Governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the Governor will run again

ANNOUNCEMENT WITHHELD

Thus far the mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination but an accumulation of references to the Governor's office, all pointing to the satisfaction of the mayor that he can be elected in 1932, have created the belief, unofficially confirmed yesterday, that he has decided to make another attempt to round out his political career by serving as the Governor of the commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for Governor," said one of his intimate political friends yesterday when he agreed to answer a direct question of The Herald reporter, after exacting a promise that he would not be named.

"The mayor believes that Lt.-Gov. Youngman will be the Republican nominee and he also believes that he can defeat him more easily than he can two or three other Republicans who have been mentioned as candidates against Youngman."

MUCH SECRET WORK DONE

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov. Ely at recent public gatherings is regarded as a shrewd move by the mayor intended to show that he is co-operating with Ely, not hampering him.

The Curley group in the Boston Democracy believes the mayor will run whether Gov. Ely is a candidate for renomination or retires.

MAYOR CURLEY IS APPOINTED

To Administrate Estate of His Dead Son

Mayor Curley was yesterday appointed administrator of the estate of his son, James M. Curley, Jr., who died Jan. 9 last. He gave a surety company bond for $10,000.

In the petition asking for the appointment of an administrator Mayor Curley is named as the only heir-at-law and next-of-kin.

The estate of the young man, who was a student, was estimated at $9500, all personal property.

Globe 4/30/31

JOB INSTEAD OF DOLE SEEN MASTER STROKE

City Official Praises Mayor Curley in Radio Talk

The use of men receiving assistance from the Welfare Department for temporary work by the Street Department was a master stroke by Mayor Curley because it makes the men feel that they are receiving a wage rather than a dole, Adolph Post, division engineer of the sanitary service of the Department of Public Works, told the radio audience of station WNAC yesterday.

Mr Post spoke on "Street Sanitation and the Public." He said that the Spring cleaning period was now on and, as is customary additional men are employed temporarily. As regards the personnel of the sanitary divison he said that there is a permanent force of about 1000 city men and 600 contractors' men divided among the two services of collection and street cleaning, two-thirds engaged in collection and one third in street cleaning.

"Collection is being done in certain of the districts by contract at a fixed price per year and in others by the day labor forces of the department," Mr Post said. He estimated the amount spent for that service at more than $2,000,000 annually.

The total amount of refuse collected and disposed of in a year, consisting of ashes, garbage and other waste, would completely fill eight buildings like that of the United Shoe Machinery Company on Federal st. Mr Post said.

His Reaction Was Perfectly Normal

Mayor Curley, having had his car tagged by a Boston policeman, reveals in his correspondence with Commissioner Hultman that he doesn't like it. Moreover, the average citizen knows precisely what Mr Curley's reactions are.—Lowell Courier-Citizen.

MAYOR ADMINISTRATOR OF $9500 ESTATE OF SON

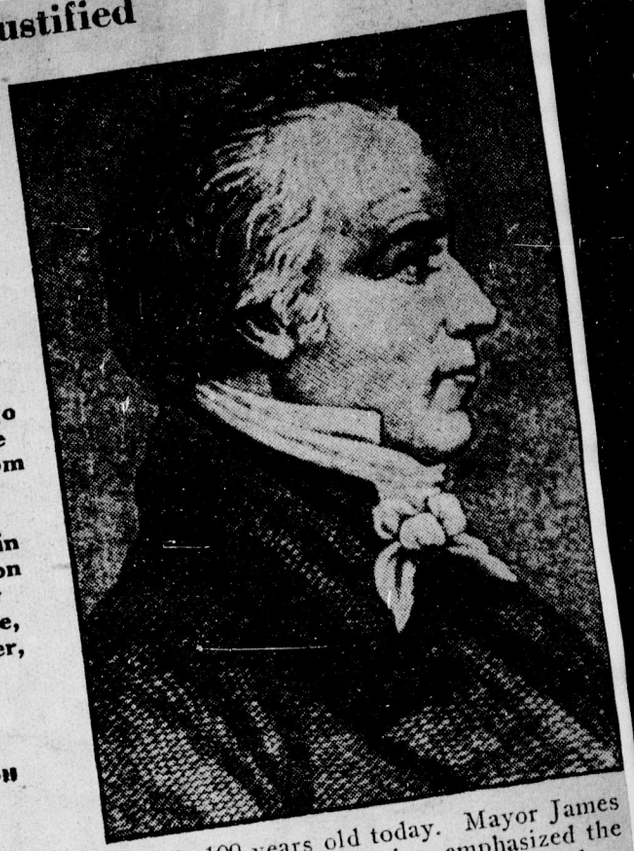
Judge Arthur W. Dolan of the Suffolk Probate Court yesterday appointed Mayor James M. Curley as administrator of the estate of his son, James M. Curley Jr, who died on Jan 9 last, leaving $9500. His father, the only heir, has filed a $10,000 bond. The entire estate is made up of personal property.

CURLEY'S SON LEFT $9500

Mayor James M. Curley was appointed administrator of the estate of his son James M. Curley, Jr., yesterday by Judge Dolan in Suffolk probate court. The boy, who died on Jan. 9, left an estate of $9.500.

Record 5/1/31

A Vision Justified



John Phillips, first mayor of the newly incorporated City of Boston, who took office 109 years ago today. The picture is from a portrait which appeared in the Boston Monthly Magazine, November, 1825.

Boston, as a city, is 109 years old today. Mayor James M. Curley, in his anniversary proclamation, emphasized the city's "wonderful material expansion, commercial development, human increase and spiritual growth."

But the incorporation of the city of Boston 109 years ago was accomplished grudgingly and only after much difficulty. The far-seeing vision of those favoring incorporation was opposed by fear, jealousy and conservatism.

Successive plans for incorporation were rejected by the voters in 1784, 1792, 1804 and 1815. But the idea was gaining ground. The 1815 plan lost by only 31 votes.

Then it appeared there was no provision in the State Constitution for creating city governments. A constitutional amendment to authorize this was strongly opposed by some of the country members, according to the "Memorial History of Boston," edited by Justin Winsor. The country members feared lest the city governments would make laws by which "the inhabitants of the towns, going into the cities, would be liable to be ensnared and entrapped."

But the constitutional amendment was adopted and ratified in 1821. Even then Boston conservatives held back against incorporation. At a special town meeting in Faneuil Hall in January, 1822, the subject was argued for three days. The vote to become a city prevailed, 2727 to 2087, a majority of only 640. March 4, 1822, a legislative charter for the city of Boston was accepted, 2797 to 1881, with many objections made to it.

John Phillips was elected Boston's first mayor. He had been town advocate, public prosecutor, State Senator and Senate President. He was educated at Phillips Andover Academy, which bears his family name, and at Harvard. The first city government was organized in Faneuil Hall May 1, 1822.

Thus was born, after much travail, the City 109 years old today. Mayor Curley, thrice elected to be head of that city, rightly urges emphasis upon the splendid story of Boston and her share in our national life as a lesson in "the nobility and the patriotism and the worth of nationalism."

HERALD 5/1/31

Left to right, front row, Mayor Curley, City Councilman Herman L. Bush and Congressman Hamilton Fish, Jr.

Boston and New York Stage Patriotic Demonstrations to Offset Communist Meetings —Police Busy in Europe

(By the Associated Press)

America passed a quiet May day; and the rest of the world—save in Cuba and in Spain and Germany, where police were forced to use their weapons to subdue over-zealous agitators—was quiet, too.

From one to three persons were reported killed and a number wounded in a series of demonstrations in Havana.

Two persons were killed and several civilians as well as police officers were wounded when May day agitators came to grips with police at Barcelona, Spain.

A workman and a communist alderman were wounded severely by gunfire at Methmann, in the Ruhr district of Germany. In Berlin a group of young communists charged a policeman, shooting him so severely he may die.

Moscow made more of the day than any other community, for May day is the major holiday of the communists. Cries of "long live Stalin" echoed in the Moscow streets and 30,000 soldiers paraded to demonstrate soviet Russia's preparedness for the "war of intervention."

Several American cities—principally New York, Boston and Cleveland—had demonstrations in which many thousands of persons took part. There were some arrests, but only isolated cases of trouble between demonstrators and police.

PATRIOTS ON COMMON

May day was observed on Boston Common yesterday with patriotic exercises at Parkman bandstand attended by a crowd of 5000, a children's pageant at the Frog pond, and a communist celebration at the far corner of the Common which attracted 29 communists by actual count and left 300 watchful policemen with nothing to do.

The communist contribution to the observance, despite earlier announcement that 5000 "reds" from all New England would be present, was so negligible that police declared it was the quietest and most orderly May day in a decade.

Congressman Hamilton Fish, Jr., of New York, principal speaker from the flag-draped Parkman bandstand at the patriotic meeting sponsored by the Veterans of Foreign Wars, charged that communist funds were supporting Sandino in Nicaragua, and asserted that United States marines should have been used to protect the American citizens murdered by the bandit leader.

At the same time, four communist speakers from boxes on the Charles street mall were denouncing Fish for his anti-communistic activities. They attracted a crowd estimated at about 2000, but that the listeners were nearly all curiosity-seekers in search of excitement was indicated by frequent heckling interruptions and the demonstration when the "International" was sung.

Supt. of Police Michael H. Crowley, in charge of 300 patrolmen and inspectors detailed to the Common, was authority for the count revealing that only 29 persons had sufficient knowledge of the communist teachings to raise their fists for their anthem.

"To be generous, I'll say there are 50 communists here," the superintendent said. "But at no time have I counted more than 29."

There was no semblance of a disturbance. Communistic placards displayed in violation of park rules were taken down at the first police suggestion. Two men, who made a trail of dropped handbills behind a pair of patrolmen, but made no attempt to give the bills to any one, were ignored in their apparent plan to have themselves arrested.

With Fish as speakers during the patriotic exercises were Mayor Curley, Brig.-Gen. Allston Hamilton, representing Secretary of War Hurley; Congressman William P. Connery of Lynn, Dr. Julian D. Lucas, department commander of the V. F. W., and Mrs. Irene E. Hurley and Mrs. Ida Cohen of the veterans' organization auxiliary.

The New York congressman declared that the Anti-Imperialist League, with headquarters in New York and organized from Moscow, is supplying the funds for Sandino's uprising. "When peaceful American citizens were brutally murdered by the communist bandits under Sandino, then the government should have used the marines to protect American lives and property or should have sent Gen. Smedley Butler with sufficient marines to mop up the bandits," he said.

He declared the existence of an "irrepressible conflict" between communism and Americanism, and insisted the communist, because he believes in destruction of American democracy, can not be a loyal American and still cling to the soviet doctrines. Fish vigorously defended the deportation of foreign-born communists.

Mayor Curley asserted that the patriotic gathering was a "challenge to the communist who does not believe in work and to the employed who promotes communism by discharging his help. Such a man," he said, "is as much a communist as the man who waves a red flag."

The mayor defended the use of public funds to aid men out of work. He insisted that the worker should not be held responsible for conditions beyond his control which force him to walk the streets. Through orderly proceedings, the unemployment situation can be solved, he concluded.

The other speakers struck sharply at the "waving of the red flag" as a method of attempting reforms in government, and declared that veterans of the world war are not numbered among the communists.

GLOBE 5/2/31

TABLE OF WOOD FROM OLD IRONSIDES FOR MAYOR CURLEY

PRESENTATION OF "OLD IRONSIDES" TABLE
Left to Right—Mayor Curley, Thomas C. Lockney, Burnelle G. Hawkins and Ralph C. Hudson

A solid maple table, ornamented with carved woodwork from timbers of the orlop deck of the famous old frigate Ironsides, was presented to Mayor Curley yesterday afternoon by Ralph C. Hudson, executive vice president and general manager of Jordan Marsh Company.

The presentation was made in the Mayor's office. Mr Hudson was accompanied by Thomas F. Lockney, director, and Burnelle G. Hawkins, store manager of Jordan Marsh Company.

The table is a reproduction of an early 19th century American table, ornamented in front with an eagle modeled from the stern design of the old clipper ship. The timber of which the ornamentations were made was removed from the U. S. S. Constitution while she was being reconditioned at the Boston Navy Yard in 1929. The Jordan Marsh Company, through the medium of Berkey & Gay Furniture Company, designed the table in a style to accord with the period when the Constitution was making history on the seas. The result is a creation which combines beauty, historic value and practical daily use.

Mayor Curley was also presented a pair of old-fashioned brass candlesticks by Mr Lockney.

POST 5/3/31

THE MAYOR'S FUND

It appears to be clear sailing now for the $1,250,000 fund desired by Mayor Curley for the improvement of the East Boston airport, including the connection with and the levelling of Governor's Island.

The House started the ball rolling when it substituted the bill for the measure reported by the municipal finance committee, which cut the total amount allowed the city to be borrowed outside the debt limit. Later the Senate, suspending all its rules, did the same thing. Every effort to defeat the measure proved unavailing, and the Mayor won a clean-cut victory in both branches.

Our airport deserves, and will now in all probability receive a federal AA rating, in order to rank with those of other large cities.

It has been rather rough sledding for this great enterprise. The first bad going appeared when it looked as if the War Department was to insist upon impossible conditions for the lease of Governor's Island. That being straightened out the next obstacle appeared in the Legislature, where at one time, it looked as if the Mayor would not be given permission to borrow the necessary funds for the improvement. That being given, we can think of no other trouble-maker for the work. It should proceed without further delay.

HERALD 5/3/31

CONVEYS THANKS OF JAPANESE VISITORS

In behalf of Prince and Princess Takamatsu, appreciation of the courtesies and hospitality extended them by Mayor Curley was expressed yesterday by K. Horinouchi, Japanese consul-general at New York. He took occasion to commend the police department for the protection afforded the Japanese visitors and to comment favorably on the handling of traffic.

HERALD 5/3/31

MAYOR WILL CREATE NOISE-ABATEMENT BODY

Commission of 18 to Co-operate with Planning Board

A noise-abatement commission of 18 members will be created by Mayor Curley to co-operate with the planning board in the final study of the particular needs of Boston in the abatement of needless noises.

In accepting the suggestion of the planning board, the mayor yesterday asked civic, medical, professional and other organizations to delegate a representative to serve on the commission.

Invitations were extended to the Boston Bar Association, Boston Central Labor Union, municipal health department, Harvard medical school, Tufts medical school, Boston University school of medicine, municipal law department, Massachusetts Institute of Technology, Boston Society of Civil Engineers, chamber of commerce, Women's Municipal League, Boston League of Women Voters, City Federation of Women's Clubs, Boston real estate exchange, registrar of motor vehicles, New England Telephone & Telegraph Company, United Improvement Association and Massachusetts real estate exchange.

RECORD 5/2/31

Mayor Addresses Crowd on Common

Mayor James M. Curley delivering fiery speech from Parkman bandstand yesterday in observance of May Day. Armed police patrolled the Common throughout the exercises, prepared to quell any Red demonstrations.

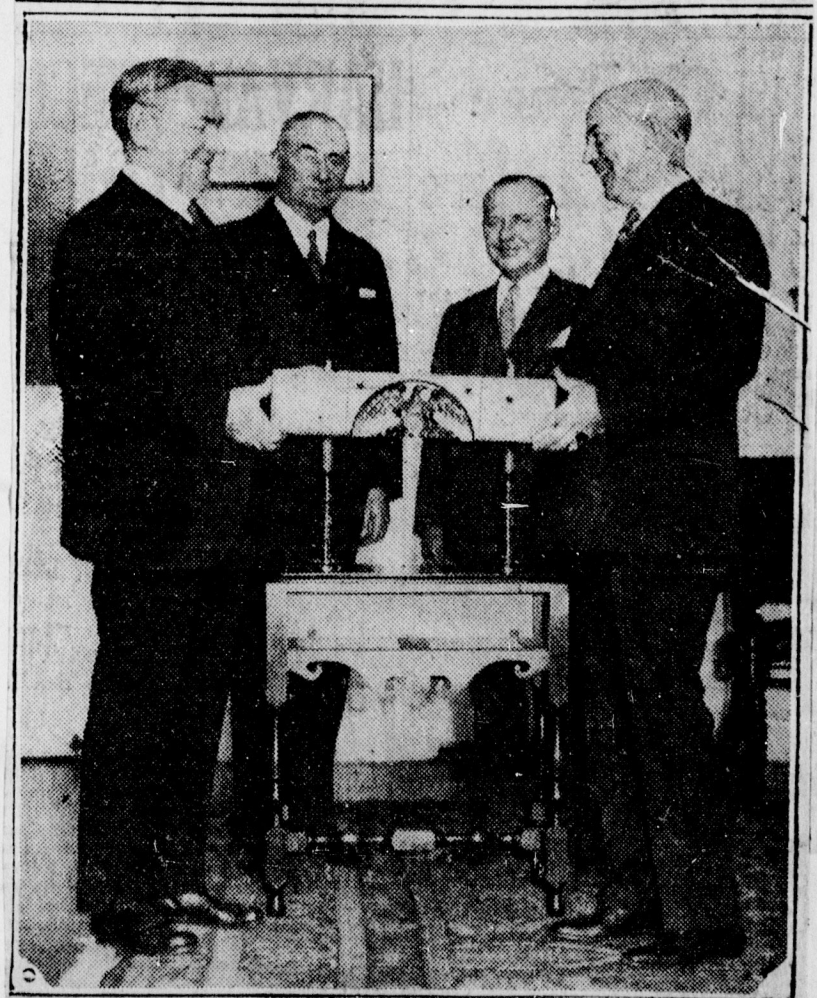
CURLEY SPEAKS

Mayor Curley declared the gathering was a challenge to the Communist who did not believe in work and to the employer who promoted Communism by discharging his help in dull times.

Harry J. Cantor presided at the meeting on the Mall. Speakers paid their compliments to capitalism by attacking Congressman Fish as a foe of the working class. Police tore down one offensive poster and a man in the crowd was overcome by excitement.

TRAVELER 5/2/31

Mayor Curley Is Given Table



Ralph C. Hudson, executive vice-president and general manager of Jordan Marsh Company, presenting Mayor Curley an Old Ironsides table. Looking on (left) are Thomas C. Lockney, a director of Jordan Marsh, and Burnelle G. Hawkins, store manager of Jordan Marsh. Lockney also presented the mayor a pair of old-fashioned candlesticks.

POST 5/2/31

QUIET ON COMMON

V. F. W. Auxiliary Stages Patriotic Meeting, With Congressman Fish and Curley as Speakers, in Counter Move to Radicals' Gathering Along the Charles Street Mall

Congressman Hamilton Fish, Jr., of New York, was hailed as the first veteran of the World war with a chance to be President, by Joseph H. Hanken, Revere member of the national council of the Veterans of Foreign Wars, yesterday, following the demonstration on Boston Common by members of the Veterans of Foreign Wars Auxiliary.

Fish was guest of honor of the auxiliary at a luncheon which followed the auxiliary's patriotic meeting on the Common, staged as a counter move to the gathering of radicals on the Charles street mall. Despite the fact that both meetings attracted tremendous crowds it proved to be one of the most quiet May Days in recent years.

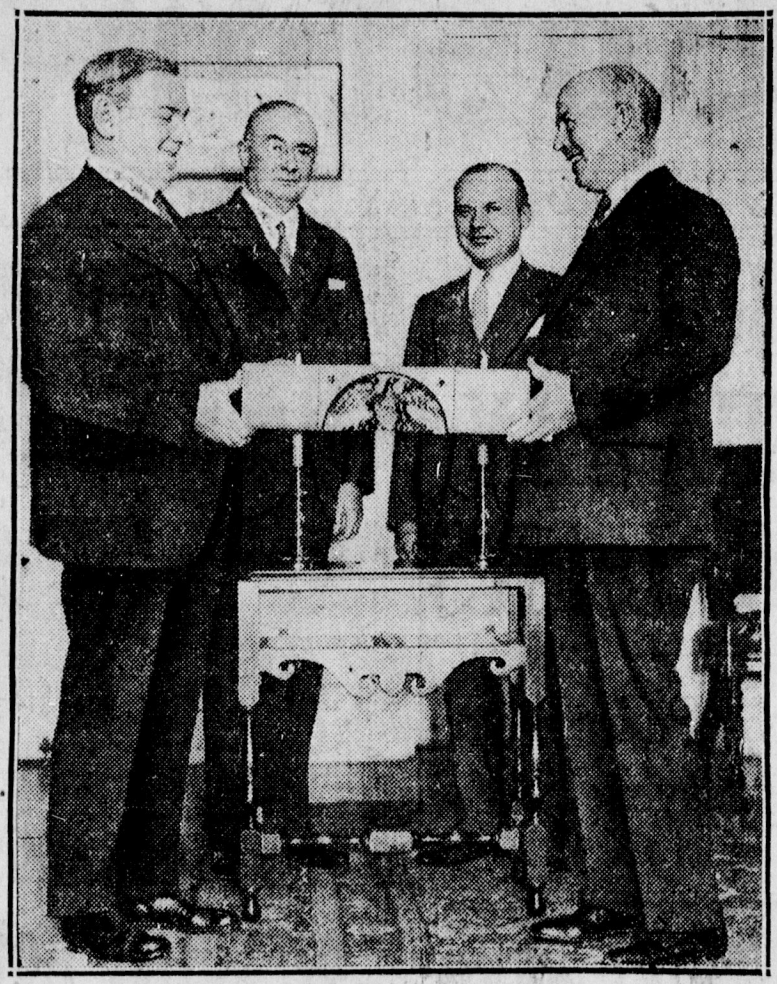
Fish and Mayor Curley were the principal speakers at the patriotic meeting. A large list of Communist speakers followed one another on an impromptu speaking stand erected on the mall. Police said the Communist group consisted of no more than 50 persons. Both meetings were held at the same time. More than 300 police officers and a number of department of justice agents moved through both crowds, but there was never a semblance of disorder.

The Communists obeyed the police when they were directed to take down a big placard from their platform and several of their speakers were heckled weakly by a few in the audience. The veterans' auxiliary meeting went along without a hitch.

POST 5/2/31

RECORD 5/2/31

"Old Ironsides" Table Presented to Mayor



PRESENT MAYOR WITH TABLE

Ralph C. Hudson, executive vice-president and general manager of Jordan March Company, presenting Mayor Curley with an "Old Ironsides" table. Looking on are Thomas C. Lockney, director of Jordan Marsh Company, left, and Burnelle G. Hawkins, store manager of Jordan Marsh Company, rig

A solid maple table, carved from the original timbers of "Old Ironsides," was presented yesterday to Mayor Curley at City Hall by the executive officials of the Jordan Marsh Company.

The presentation was made by Ralph C. Hudson, executive vice-president and general manager; Thomas F. Lockney, director, and B. G. Hawkins, store manager.

The wood for the table decoration was obtained by the firm two years ago when the old Constitution was being reconditioned at the Charlestown navy yard.

Death Rate for Children Is Lowered

The death rate of Boston children was greatly reduced during 1930, through efforts of the city in safeguarding the health of its young, Mayor Curley revealed in a radio address yesterday, which opened observance of Child Health Day.

Mayor Curley said the city's expenditure during the last 15 years rose from $300,000 to $1,000,000 a year for public health. An average of 10 children died annually of diphtheria whereas the average some years ago was 225.

Disclosing the extent to which the Hub protects its infants, Mayor Curley said that a total of 18 child health clinics are maintained in the city. Last year more than 60,000 took their babies there for treatment, he said. A staff of 150 nurses who visit homes and give new-born infants periodic tests is also a part of the city's plan to cut down child mortality, the mayor revealed.

Jordan's Gives Mayor "Old Ironsides" Table

Officials of the Jordan Marsh Co. yesterday presented Mayor Curley with a table made from the original timber of the frigate Constitution, "Old Ironsides." The table is of solid maple and is a reproduction of those in use in this country early in the 19th century. Ralph C. Hudson, executive vice-president and general manager of the Jordan Marsh Co., made the presentation speech. He was accompanied to City Hall by B. G. Hawkins, store manager, and Thomas F. Lockney, representing the board of directors.

CURLEY GIFT TO GOVERNOR

Silver Humidor for 25th Wedding Anniversary

WESTFIELD, May 1—Governor Ely and his wife received many messages of congratulations today on their silver wedding anniversary, telegrams and telephone messages coming from persons high in both the business and political circles of the State.

Since the Governor was pretty well tired out by the duties of the State government during the last week, the observance of the anniversary was limited to a dinner at which the Governor's father and mother, Attorney and Mrs. Henry W. Ely, and other close relatives were guests.

On the occasion of their silver wedding anniversary, Governor and Mrs. Joseph B. Ely yesterday received from Mayor Curley an elaborate silver humidor for the preservation of ice cubes. The gift arrived at the State House yesterday and Secretary DeWitt C. de Wolf conveyed it to the Governor and

CURLEY SENDS ELY SILVER WEDDING GIFT

Mayor Curley yesterday presented to Gov. and Mrs. Ely a beautiful silver ice humidor in the form of a loving cup, on the occasion of their 25th wedding anniversary. The gift was forwarded to the chief executive and his wife at their Westfield home, where they observed the event.

Ghoie 5/2/31

MAY DAY PROGRAMS ON COMMON QUIET

Communists and Veterans Stage Rival Observances

May Day on historic Boston Common was a comparatively mild affair, opening with a pageant by North End school children and followed by meetings at the Parkman Bandstand and on the Charles-st Mall, at which speakers held widely divergent views on the subject of Communism.

Almost within hearing of each other, speakers at a Communist meeting on the Mall condemned capitalism and lauded Soviet Russia, while other speakers, at the patriotic rally of the Veterans of Foreign Wars Auxiliary at the bandstand, denounced Communism and the "waving of red flags."

Prominent among those present on the Common were 300 uniformed officers of the Boston Police Department in anticipation of outbreaks of disorder that failed to materialize.

The rally at the bandstand opened with an address by Mrs Ida M Cohen, past State president of the V. F. W. Auxiliary. City Councilor Herman L. Bush was master of ceremonies and Rev Wallace E. Hayes, national chaplain of the V. F. W., gave the invocation. Among the speakers were Congressman Hamilton Fish Jr of New York, Congressman William P. Connery Jr of Lynn, Mayor Curley, Mrs Irene E. Hurley, department president of the auxiliary; Brig Gen Allston Hamilton, representing Secretary of War Patrick Hurley, and Dr Julian D. Lucas, department commander of the V. F. W.

Congressman Fish Speaks

"Irrepressible Conflict Between Americanism and Communism" was the title of the address by Congressman Fish, the principal speaker, but the most heated challenge to "Red" influence was issued by Congressman Connery. He said:

"It is our duty to see that the Constitution of the United States is lived up to. We are not perfect. There are plenty of evils to be corrected. A handful of men is controlling 90 per cent of the wealth of the United States. That's wrong. There should be a living wage for the head of every family. The V. F. W. are not the only ones who are American citizens, but we are opposed to anyone who places the red flag above the Stars and Stripes. The way to cure those evils is not with the red flag. The remedy is in the ballot box.

Congressman Fish asserted there was no possible compromise between Americanism and Communism, and claimed that the latter in this country was nourished by the people sowing propaganda "taking its orders" from Soviet Russia.

Calls for Loyalty

Continuing, Congressman Fish said: "Two-thirds of the Communists in the United States are aliens and can hardly speak the English language. Why should men or women urging the destruction of our form of government by force and violence, be afforded the protection of our Bill of Rights? Or be permitted to enjoy the benefits of American naturalization? How can an American citizen be loyal if he adheres to the code of the Third International for world revolution, and takes an oath to defend the Soviet Union? Why, if the Soviet Union should be defended, don't they go over there and defend it?

"In spite of the malicious falsehoods and appeals by Communists to class hatred, the spirit of American democracy is marching on, and is still the dream and the hope of the oppressed and the struggling masses the world over. We have recently seen an American boy, born in poverty on the East Side, rise from the sidewalks of New York to be elected four times by the people as Governor of the Empire State. Another example of our spirit of democracy was the election of Herbert Hoover, left an orphan without funds in childhood, to the highest office in the gift of the American people.

"Let us give thanks that we are American citizens, and live in a country that affords equal opportunity to all, and life, liberty and pursuit of happiness. Let us rededicate ourselves to the proposition that a Government of the people, by the people, and for the people, shall not perish from the earth. Let us reaffirm our belief in our republican form of government, because it is the fairest, safest, soundest and most honorable and best form of government devised by the mind of man. Let us be proud of it; let us cherish it and defend it against all its defamers and traducers and enemies, both from without and from within."

"The employer, whose conduct in reducing employment breeds Communism, is as great an enemy to the Flag as any," said Mayor Curley. Continuing, he declared, "If this Government is to continue as a Government of law, we must have orderly behavior, not too radical and not too conservative. We don't lack courage. The major portion of America is of pioneer stock. This is a good day to take an account of stock, to see whether we are going anywhere definitely, or whether we are drifting.

"At the time of the Boston Massacre there were those who said it was sheer nonsense to take up arms against the mother country. But we did, and successfully. Later there were those who said we could not gain freedom for the black man, but we did that too.

"And I have no hesitation in believing that likewise we can solve the problems of industrial depression. But we cannot solve it by a lot of hot air and a red flag, or by an appeal to Russia."

Other Speakers

Mrs Bessie Hanken of Revere, past national president of the auxiliary, directed her remarks to an attack on an organization known as the Pioneers of America.

Other speakers were Mrs Archibald Campbell Gordon, chairman of the defense committee of the D. A. R.; Atty Gen Joseph E. Warner representing Gov Ely, and Lieut Herman Isenberg of the Theodore Roosevelt Detachment of the Marine Corps League.

Later the speakers and the officials of this rally went to the Hotel Bellevue, where they attended a special luncheon. Here Congressman Fish was hailed as "the first veteran who will become President of the United States," and presented with a diamond-studded V. F. W. emblem. Mrs Cohen was in charge of the luncheon and presided as toastmaster.

There were more than 5000 persons at this patriotic rally. Over on the Mall the Communists attracted almost as many, although Harry J. Cantor, who acted as chairman of the meeting, announced that his audience numbered between 12,000 and 14,000.

By actual count of the upraised fists in the singing of "The Internationale," there were 29 Communists at this celebration and, judging from applause given to the speakers calling for a revolution, there were some 50 more in sympathy with the orations and projects.

Besides Harry Cantor, the other principal speaker was Richard B. Moore of New York, a National Director of the International Labor Defense. Moore outlined the advance of Communism in Soviet Russia and said that, "In spite of the Hoovers, the Fishes and Doaks, we will follow in the footsteps of the Russian workers and bring America back to the workers. He denounced war and capitalism, and demanded a seven-hour workday and five-day work week, unemployment insurance and appropriation for relief of the workers instead of for war gases."

Cantor charged that the "bosses" were trying to steal May Day for the workers by promoting counter-demonstrations.

There were almost as many police officers as spectators on hand at noon. Three patrol wagons pulled in at the Charles-st gate as the meeting started and backed up ready for use if passengers presented themselves. Mounted officers were on the outskirts, and the hill below the Soldiers' Monument was blue with uniforms and sparkling with brass and badges.

The Communists had erected a small stand, draped with red crepe paper, and across the top was a sign announcing May Day and various Communistic projects.

Because the displaying of placards is in violation of the park rules, patrolman Timothy J. Murphy of Division 1 removed it. During the speaking a group of young Communists displayed placards calling for various reforms and denouncing various persons. Supt Crowley and other officers cautioned the sign-bearers to put them down and the signs disappeared. The meeting was quite orderly and the police had nothing to do but listen to the condemnation of themselves, at which they smiled.

A four-piece band, in which the melodies were carried by the bass drummer, played for the singing of Red songs and, between songs, Irving Keith, organizer of the Young Communists' League, led a cheering section.

At the conclusion of the program the little group in charge melted away, but the spectators lingered on until police finally opened the mall and departed to the Parkman Bandstand for the other program.

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CURLEY GIVES RADIO TALK ON MEMORIALS

Mayor's Broadcast to Lure Tourists Here

Boston is not justified in living permanently in the past, but has memorials today that are indicative of the cultural progress of the people, Mayor Curley told the radio audience of Stations WBZ-WBZA last night.

The Boston Mayor made the first of series of radio talks sponsored by the Massachusetts Industrial Commission and designed to bring more tourists and vacationists to the State during the coming Summer.

Mayor Curley's subject was "Attractions In and Around Boston." He described the various points of historical interest and then turned to the "present day memorials of cultural progress."

He used the Back Bay Fens as an outstanding example and said that more than 14 institutions which contribute to the spiritual, intellectual, moral and physical betterment of the youth today have been erected. He emphasized the fact that the growth of these institutions had not been forced, but had been a steady one.

The Harvard Medical School, Beth Israel Hospital, Notre Dame Academy, Simmons College, Forsythe Dental Infirmary, Museum of Fine Arts, Isabella Stewart Gardner Museum, Peter Bent Brigham Hospital, Commercial High School, State Normal School, Boston Latin School, Hospital for Crippled Children, Massachusetts College of Pharmacy and the Lying-In Hospital were among the institutions which Mayor Curley cited as outstanding in their contribution to the people of the State.

JAPANESE PRINCE SENDS THANKS TO MAYOR CURLEY

K. Horonouchi, Consul General of the Consulate of Japan, New York city, yesterday sent Mayor Curley a letter expressing on behalf of Prince and Princess Takamatsu deep appreciation and sincere thanks for all the courtesies and hospitalities extended by the Mayor on the occasion of the recent visit of the distinguished Japanese to Boston.

CONTRACT FOR REMOVAL OF WOOD PAVING AWARDED

Considerable old wood block paving will be removed from Roxbury as a result of Mayor Curley yesterday approving a contract to Samuel J. Tomasello, $32,796. Public Works Commissioner Rourke approved sheet asphalt for the following streets:

Dudley st from Washington to Warren; Northampton from Washington to Tremont; Ruggles from Washington to Shawmut av, and Washington from Williams to Dudley st.

NOISE ABATEMENT INQUIRY ORDERED

Curley Asks City Groups to Form Commission

The City Planning Board, in drafting a program for noise abatement, recommended a special commission for study of the problem, and yesterday Mayor Curley sent invitations to various organizations asking that a representative be selected.

The Mayor in his invitation said:

"In their opinion representatives should be selected from the following organizations, and I would greatly appreciate the submission by your organization of the name of one individual t serve as a member upon the Noise Abatement Commission for the city of Boston in conjunction with the City Planning Board:

Boston Bar Association, Boston Central Labor Union, city of Boston Health Department, Harvard Medical School, Tufts Medical School, Boston University School of Medicine, city of Boston Law Department.

Registrar of Motor Vehicles, Massachusetts Institute of Technology, Boston Society of Civil Engineers, Boston Chamber of Commerce, Women's Municipal League, Boston League of Women Voters.

City Federation of Women's Clubs, Boston Real Estate Exchange, United Improvement Association, New England Telephone and Telegraph Company and Massachusetts Real Estate Exchange.

Herald 5/3/31

LOW BIDDERS WIN CITY CONTRACTS

Several South End Streets Are to Be Repaved This Spring

Low bidders won numerous contracts for street paving and sewers awarded by Mayor Curley. The largest award was made to Samuel J. Tomasello, who will receive $32,796 for replacing wooden block pavement in several South end and Roxbury streets with asphalt pavement.

The streets to be reconstructed are Washington, from Williams to Dudley; Northampton, from Washington to Tremont; Dudley, from Washington to Warren; Ruggles, from Washington to Shawmut avenue.

Other contracts were: Granite block paving in Congress street between Sleeper street and the New Haven railroad, Baker Construction Company, $16,641; sewer, West Glow street, Dorchester, J. F. Kennedy & Co., $18,279; sewer, Codman park, Roxbury, Joseph Botti, $4495; sewer, Warren avenue, Hyde Park, M. Desisto Company, $3347; sewer, Martin street, West Roxbury, Carmen Russo, $3384.

A contract for preparing the assessors' poll tax list and poll tax bills was awarded without advertising to the Dewell Company for $8425.

CITY RECEIVES BEQUEST OF $1500 FOR MEDAL FUND

The City of Boston has received a bequest of $1500 under the will of John Harleson Parker to be added to the John Harleson Parker Medal Fund, established some time ago. The medal is for the best piece of architecture, building or monument; the selection to be made by the Boston Society of Architects.

Globe 5/4/31

MAYOR PREPARES EUROPEAN TRIP

To Use Presidential Suite on Liner France

Authorities of the French Line will be in City Hall tomorrow to call on Mayor Curley and present him the use of the Presidential suite on the liner France, sailing from New York at 3:30 on Thursday. Arrangements were also made by officials of the French Line with English authorities regarding the Mayor's leaving the ship at Plymouth, Eng, for a short trip to London and Boston, Eng.

Mayor Curley will share the suite with City Treas Edmund L. Dolan. The other members of the party are Miss Mary Curley, daughter of the Mayor, and Miss Loretta Bremner of Chicago, who was engaged to James M. Curley Jr at the time of the latter's death.

The Mayor will leave Boston on Thursday for New York and while there will keep an appointment with Pres Philip Heineken of the Hamburg-American Line for discussion regarding sailings from Boston on a four days' schedule.

On leaving England, Mayor Curley will visit the Irish Free State and is due in Paris for the opening of the Colonial Exposition, arriving about the same time as other American Mayors. After a short time in France the Mayor and his party will continue to Rome. He expects to sail from the other side on June 5.

CENTER-ST SEWER PLAN APPROVED BY MAYOR

A surface drain and 23 catch basins in Center st, between South and Weld sts, West Roxbury, costing $28,693, and a sanitary sewer in Center st, between Merlin and Weld sts, costing $4385, were approved by Mayor Curley today.

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fashion, a dozen or so of the other faculty members of the "House" asked friends to attend. Some of these guests were Harvard faculty members not attached to Lowell, some were teachers at preparatory schools, some were merely private citizens. Besides these, a half-dozen undergraduate members of Lowell were chosen at random and bid to the "high table."

When Monday evening rolled around, all these guests and the men who had invited them, repaired to Mr Coolidge's residence, a part of Lowell House. They went from there to the Tutors' Common Room, which is situated between Mr Coolidge's residence and the main dining hall.

Meanwhile, the undergraduates residing in Lowell House—or such of them as had not been invited to sit at this particular "high table," without "dressing," repaired to the dining room as usual. All of them were on hand at one time, for the doors to the dining room were not opened until a quarter of an hour later than usual.

On the main floor of the Lowell House dining room are numerous small tables, most of them seating six or eight students. These were soon filled with students who sat down informally and started eating as soon as the food was placed before them.

Enter the "High Tablers"

About a quarter of an hour later, at 6:30 o'clock, a door leading directly from the platform to the Tutor's Common Room opened, and House Master Coolidge, Mayor Curley and the rest of the "high table" company filed in. The "high tablers" were dressed in dinner jackets, and took their places on the platform. Their entrance and their presence was hardly noticed by the undergraduates, who finished their meal, and singly and in groups got up and left the room.

By the time the "high table" group had finished, most of the undergraduates, having started earlier, had left for the Student's Common Room for their coffee and smokes. The "high tablers," however, rose in a body and repaired to the privacy of the Tutor's Common Room, there to drink coffee, smoke and talk to their hearts content.

Mayor Curley and most of the guests last Monday stayed until shortly after 10 o'clock. Some, however, had left earlier, and there have been times when the general break-up in the Tutor's Common Room did not occur until after midnight.

Except for the half-dozen or so undergraduates who sit at the "high table," the undergraduates play no part in a "high table." They sit in the same room with the masters and their guests, but they are not addressed, and, indeed, scarcely pay more attention to the famous men on the platform than to the pictures on the wall. When the meal is over, they go into their own common room and then to their rooms or elsewhere without being presented to the distinguished visitors or taking any real part in the "high table" business.

No High Table at Dunster

Dunster House, the other at present completed "House Plan" unit, does not have a "high table," but nevertheless entertains in a manner not very unlike Lowell House. From time to time, House Master Chester Noyes Greenough will invite distinguished persons to his table. On such occasions, a company not very different from that of Lowell House's "high table" will eat in the dining room of Dunster. But they do not sit on a platform, and though in dinner clothes, they afterwards join the rest of the undergraduates in the common room. Dunster House, like Lowell, has two common rooms, but both of them are open to undergraduates, and when distinguished company is enjoying its coffee and cigars, it mingles quite freely with the undergraduates of the house.

What, anyway, is the purpose of the "high table"?

Well, regarding the matter broadly, the whole idea of the "house plan" was to extend the Harvard educational process beyond the class room. Mr Harkness and Pres Lowell are agreed that eating is part of an education. Instead of grabbing a sandwich at a one-arm lunch, under the house plan the undergraduates sit down to a leisurely meal, with tutors and professors sometimes dropping in to join them. It's just another part of the elbow rubbing method of education in which Pres Lowell has always strongly believed.

Eating together, furthermore, gives each of the "houses" more of a substance, makes each a more definite entity—or is supposed to do so.

Whether the "high table' at Lowell accomplishes the purpose of the "house plan" more effectively than does the "low table" at Dunster is a question. There is no doubt that the "high table," besides enjoying the regularity which comes from a weekly repetition, is also somewhat of a function, a ritualistic representation of the "house." Beyond that, it does not seem to enjoy any advantages over the Dunster House "low table."

Another High Table Coming

Indeed, as far as the chances which the students get to mingle with distinguished scholars, politicians, and so on, the Lowell House procedure seems to lag behind the Dunster House system. Had Mayor Curley, for instance, been House Master Greenough's guest instead of House Master Coolidge's, after dinner he would have had his coffee in the larger Dunster House Common room, and any and all undergraduates would have been at perfect liberty to join in the conversation. At Lowell House Mayor Curley had the chance only to meet a half-dozen or so students, and these, no doubt, because of the overwhelming number of "grownups" who were on hand, probably kept into the background.

At least one more of the new "Houses" is to have a "high table" next year, this being Prof Roger B. Merriman's Eliot House. Prof Merriman, like Prof Coolidge, did some studying at Oxford and is strong for the "high table" idea. Perhaps others of the five new "houses" which are to be opened next Fall also will maintain a "high table," but it seems more likely that, except for Lowell and Eliot, the houses will follow the Dunster House system, with distinguished guests as frequent visitors, but with no platform for them to sit upon and with no common rooms reserved for the exclusive use of the tutors.

J. M. Curley, Jr., Court Communion Breakfast

MISS MARY L. HARRINGTON

She is on the committee in charge of Communion breakfast of James M. Curley, Jr. Court, M. C. O. F.

The first Communion breakfast of James M. Curley, Jr. Court, M. C. O. F. No. 258, will be held today in the Copley-Plaza Hotel at 10 a. m. The members will receive Communion in the Holy Cross Cathedral at the 9 o'clock mass.

Mayor Curley will be the principal speaker. Others will include City Treasurer Dolan, past chief ranger; Dr. Helen I. Doherty McGillicuddy, Joseph McCabe, high chief ranger; the Rev. Harry I. O'Connor, chaplain of the court and of the order.

Miss Mary McGillicuddy is chairman of the committee. The others are Miss Mary Harrington, James C. Tobin, Thomas Gemelli, Edward O'Keefe and Cornelius Murphy.

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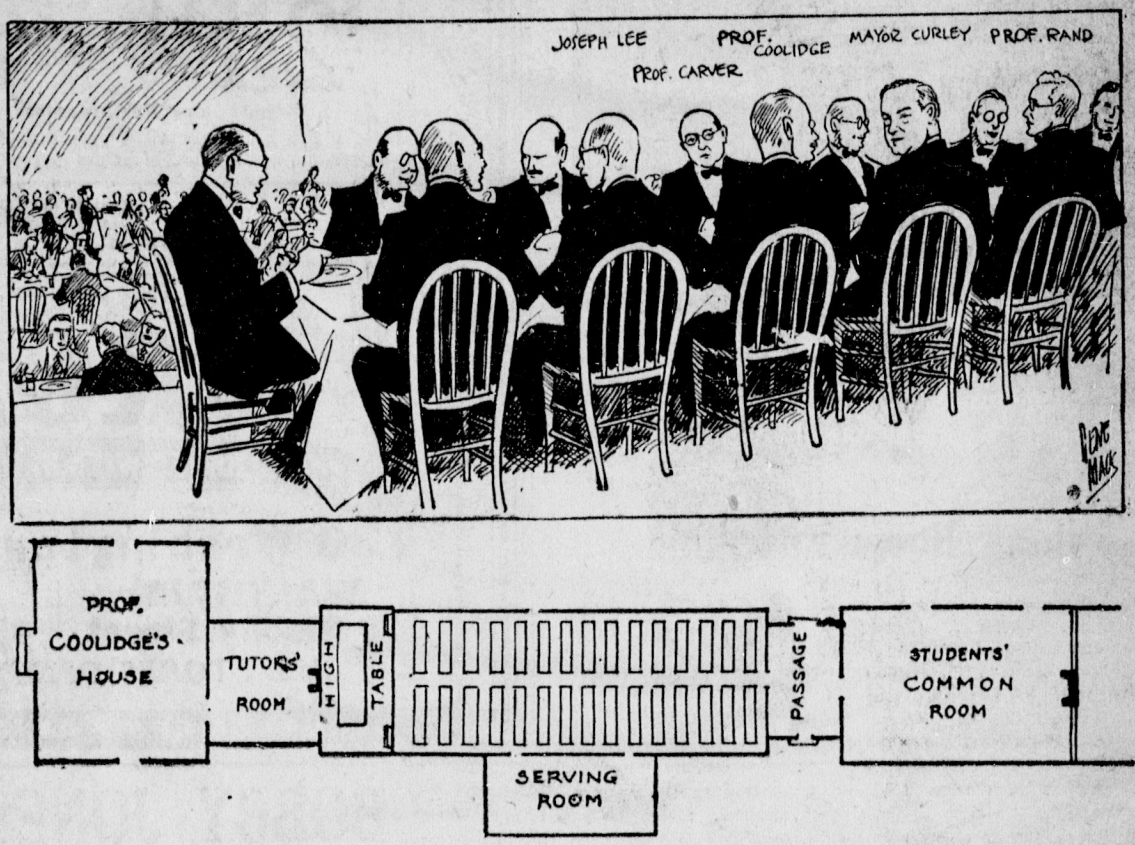
PARKER MEDAL FUND INCREASED BY BEQUEST

An addition of $1500 to the $1000 with which the John Harleston Parker Medal fund was created by him in 1921 was made in his will and the bequest was received by Mayor Curley yesterday.

From the income of the fund, at least every three years, a medal is presented to the architect credited with designing the most beautiful piece of architecture in a building or monument. The selection is made by the Boston Society of Architects whose recommendation is presented to the mayor.

GLOBE 5/3/31

WHAT MAYOR CURLEY SAW AND DID AT HARVARD'S HIGH TABLE



The high table accommodates 26, 12 on each side and one at each end. The students sit eight to a table, and there are some 30 or more tables for them.

By VICTOR O. JONES

Since Lowell House was opened last Fall as one of the first two units of the Harkness "House Plan," which eventually will alter the social system of Harvard University, every Monday night has been marked by the holding of what is known as a "high table" dinner.

Even before the first of these functions was held, it was, for one reason or another, the subject of controversy among undergraduates, graduates, and others interested in collegiate affairs. Modeled, obviously, on the social routine of aristocratic Oxford, the "high table" was condemned by many as an undemocratic, un-American importation from the British educational system.

With Mayor Curley's attendance at one of these "high tables," this institution has become a matter of general public interest. What, everyone wants to know, is a "high table," who sits at it, how do they get that way, and what of it?

Eating Formerly Private

Before the "House Plan" was introduced, Harvard undergraduates ate their meals at their clubs, or if they lacked membership, they "ate around" in the various public cafeterias and the more swanky restaurants. Years before, there had been a college-run "commons" in Memorial Hall, but more recently, eating, except for the freshmen, was a private matter. The college took no steps to satisfy the wants of the inner man.

Under the "House Plan," however, eating was to become a collegiate function almost as much as reading or attending classes. Each "House" is equipped with a dining hall and the residents of that "House" must take a certain number of meals in them—or, what amounts to the same thing, must pay for a certain number of meals.

Lowell House has gone a step further in making eating a communal, collegiate function. At one end of its large dining room is built a permanent platform, about two feet higher than the main portion of the floor. Usually this platform is devoid of furniture, but on Monday night it supports a long narrow table, seating approximately 30 persons.

This is the now famous "high table," where have sat, among others, Pres Lowell, Mayor Curley, Cardinal O'Connell, Mayor Russell, Mr Harkness, Dr Alfred Stearns, Joseph Lee and other notables from all walks of life.

You can use last Monday's "high table" as a fair example of how the function is run.

1 Professors Invite Guests

Two or three weeks ago, Mason Hammond, senior tutor of Lowell House, reminded all the professors and tutors who are attached to Lowell House that there was going to be another "high table." Each of these men has the privilege of inviting some guest to attend.

Thus, House Master Julian L. Coolidge decided that he would ask Mayor Curley to be his guest last Monday, wanting, perhaps, to honor the Mayor of Boston with an invitation which carries with it a certain distinction, or thinking, perhaps, that the Mayor would be good company. In similar

cost Post 5/4/31

erations still unborn that wonderful gift of liberty of soul and spirit, mind and body, with which the Church of Christ has endowed mankind and which this country was born to perpetuate.

Come Like Thief in Night

"Don't imagine that these things are so far away that they can never touch you or America. This is the falsest of false ideas. The enemies of God in this country are already making preparations underground and from time to time you can hear the rumblings of their disorders.

"They never really show themselves until the time is ripe. They come like a thief in the night and when it is time for them to appear, they appear like a lightning bolt from the blue sky. And then, alas, it is often times too late to withstand the violence of their attack. So, be wise and be prepared."

Immediately after the Cardinal's address, the members of James M. Curley Jr. Court went to the Copley-Plaza, where breakfast was served. Mayor Curley was the principal speaker, and was accompanied by his daughter, Miss Mary Curley.

TRAVELER 5/4/31

CURLEY OFF FOR EUROPE FRIDAY

Mayor Will Visit Irish Forefathers' Home on Way to Paris

Mayor Curley will sail for Europe Friday from New York with his ultimate destination, Paris and the exposition there as the guest of the French government.

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AMERICAN 5/4/31

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HERALD 5/5/31

CITY PROSECUTES BUILDING OWNERS

Criminal Action for Violators of Laws

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TRAVELER 5/5/31

CURLEY NEVER TO RUN FOR MAYOR AGAIN

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TO VISIT KING GEORGE

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Mayor Curley said: "I shall not be a candidate for mayor again. This will be the last time."

Referring to his impending trip to Europe, Curley added: "I will pay your respects to the King of England, President Cosgrave of the Irish Free State, the President of France and Mussolini."

The rest of the time during which the conference was held was devoted almost entirely to complete indorsement of the public welfare department on Curley's part.

This indorsement was coupled with a plea that the heads of all departments observe a most rigid economy in order that any surplus might be made available to the welfare department if necessary.

The mayor expressed pleasure that an exhaustive inquiry by private social agencies in the city into the welfare department had caused belief that the welfare department was ably and efficiently managed. He added that Boston was not spending funds in this field as large in amount as sums spent by other cities of equal size.

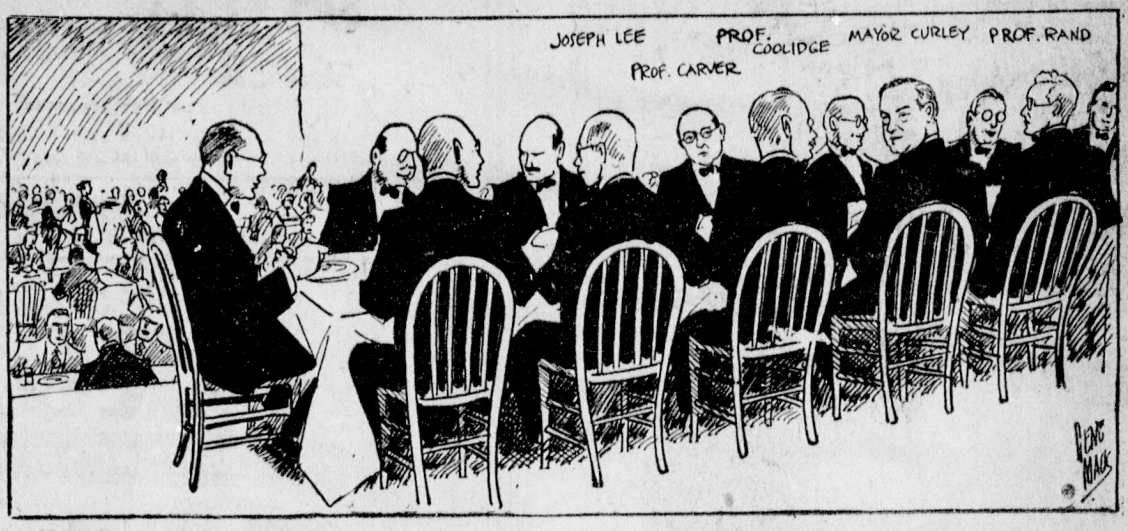
HAS POLS GUESSING

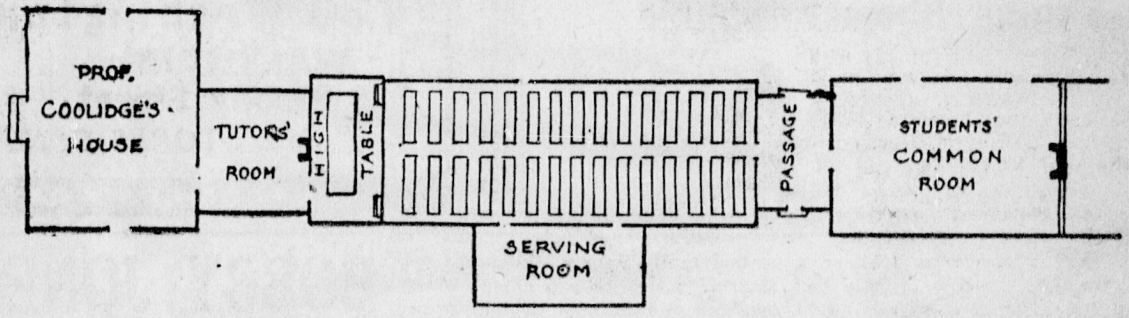
Under provisions of the city charter no mayor can be elected to succeed himself. The second and third time Curley was elected to office, four years intervened between his terms.

Following today's statement, speculation was rife as to what Curley's plans for the future would be. One camp inclined to belief that the announcement marked his retirement from public life, while others were equally certain that his failure to mention the gubernatorial chair placed him in a position to seek that office.

Globe 5/3/31

WHAT MAYOR CURLEY SAW AND DID AT HARVARD'S HIGH TABLE





The high table accommodates 26, 12 on each side and one at each end. The students sit eight to a table, and there are some 30 or more tables for them.

By VICTOR O. JONES

Since Lowell House was opened last Fall as one of the first two units of the Harkness "House Plan," which eventually will alter the social system of Harvard University, every Monday night has been marked by the holding of what is known as a "high table" dinner.

Even before the first of these functions was held, it was, for one reason or another, the subject of controversy among undergraduates, graduates, and others interested in collegiate affairs. Modeled, obviously, on the social routine of aristocratic Oxford, the "high table" was condemned by many as an undemocratic, un-American importation from the British educational system.

With Mayor Curley's attendance at one of these "high tables," this institution has become a matter of general public interest. What, everyone wants to know, is a "high table," who sits at it, how do they get that way, and what of it?

Eating Formerly Private

Before the "House Plan" was introduced, Harvard undergraduates ate their meals at their clubs, or if they lacked membership, they "ate around" in the various public cafeterias and the more swanky restaurants. Years before, there had been a college-run "commons" in Memorial Hall, but more recently, eating, except for the freshmen, was a private matter. The college took no steps to satisfy the wants of the inner man.

Under the "House Plan," however, eating was to become a collegiate function almost as much as reading or attending classes. Each "House" is equipped with a dining hall and the residents of that "House" must take a certain number of meals in them—or, what amounts to the same thing, must pay for a certain number of meals.

Lowell House has gone a step further in making eating a communal, collegiate function. At one end of its large dining room is built a permanent platform, about two feet higher than the main portion of the floor. Usually this platform is devoid of furniture, but on Monday night it supports a long narrow table, seating approximately 30 persons.

This is the now famous "high table," where have sat, among others, Pres Lowell, Mayor Curley, Cardinal O'Connell, Mayor Russell, Mr Harkness, Dr Alfred Stearns, Joseph Lee and other notables from all walks of life.

You can use last Monday's "high table" as a fair example of how the function is run.

1 Professors Invite Guests

Two or three weeks ago, Mason Hammond, senior tutor of Lowell House, reminded all the professors and tutors who are attached to Lowell House that there was going to be another "high table." Each of these men has the privilege of inviting some guest to attend.

Thus, House Master Julian L. Coolidge decided that he would ask Mayor Curley to be his guest last Monday, wanting, perhaps, to honor the Mayor of Boston with an invitation which carries with it a certain distinction, or thinking, perhaps, that the Mayor would be good company. In similar

cont Post 5/4/31

erations still unborn that wonderful gift of liberty of soul and spirit, mind and body, with which the Church of Christ has endowed mankind and which this country was born to perpetuate.

Come Like Thief in Night

"Don't imagine that these things are so far away that they can never touch you or America. This is the falsest of false ideas. The enemies of God in this country are already making preparations underground and from time to time you can hear the rumblings of their disorders.

"They never really show themselves until the time is ripe. They come like a thief in the night and when it is time for them to appear, they appear like a lightning bolt from the blue sky. And then, alas, it is often times too late to withstand the violence of their attack. So, be wise and be prepared."

Immediately after the Cardinal's address, the members of James M. Curley Jr. Court went to the Copley-Plaza, where breakfast was served. Mayor Curley was the principal speaker, and was accompanied by his daughter, Miss Mary Curley.

TRAVELER 5/4/31

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Post 5/4/31

CARDINAL HITS AT COMMUNISM

Urges Awakening of Filial Respect As First Step to Offset Growing Menace

Lashing an attack against Communism, which, he declared, is flooding Europe and beginning to make itself felt in this country, Cardinal O'Connell sounded a warning, yesterday, against the growing menace of children throwing off traditional reverence to their parents, and the so-called "self-expression in youth," as the first steps against disobedience of the law.

"In my generation it was the most normal thing in the world for children to be brought up with respect for their elders and their families," he said, "and we were all happy in that spirit of docility and obedience.

MAYOR CURLEY ADDRESSING FORESTERS

He is shown thanking members of the James M. Curley, Jr., Court, M. C. O. F., for perpetuating his late son's name at a communion breakfast at the Copley-Plaza yesterday. Cardinal O'Connell also addressed the members at the Cathedral of the Holy Cross.

"But, the menace was never so obvious as it is in our time, when even little children are beginning to throw off the reverence which Christian children were always taught to observe towards their parents. And, this is no mere chance, because we find the horrible truth that this sort of irreverence and disobedience under some very misleading title of self-expression is being openly taught in even some of our schools, and I regret to say, even in some of our churches."

The Cardinal was speaking to the members of the James M. Curley, Jr., Court, M. C. O. F., and the Young Men's Association of the Cathedral, at the Cathedral of the Holy Cross, where both organizations received holy communion in a body.

Continuing, he declared that in some schools now it seems to be the fact to train children to disrupt everything, according to their own impulses. That is the so-called self-expression, a fancy title, covering a very disagreeable fact, he said.

Spread of Communism

"Of late there is all over the world a very deluge of rebellious and inflammatory opposition to all sorts of control, whether it be religious, civil, or family," the Cardinal continued.

"Back of it all, of course, is the spirit of atheism and Communism, which is flooding Europe and beginning, as we know, to make itself felt in America. The attitude that each one is his own master is the modern gospel of Communism, that is spreading before the world.

"And we see, unfortunately, its results. It is only natural from the start it got in the 16th century that it is working itself out in violent revolutions in nearly every country in the world. Religion is being ridiculed; all obedience is denied, each one is living for himself—is that liberty?

Dangers to Youth

"Of course, it is nothing but the most chaotic sort of license. The only liberty possible in this world is the liberty which comes by submission to proper authority and a well ordered life. Any exception is unbridled license and leads to the complete disruption of religious and civil order.

"Now, I repeat the youth of today are surrounded on every side by these revolutionary and destructive influences. We only have to hear the wild and insane yells and screams of those students of the foreign universities of Europe, instead of submitting to the influence that would train them to the superior knowledge that trains the soul to love and order.

"Respect those above you, cultivate obedience to those God has set over you and cease to be the tools of older men, who are merely using the youth of today for their diabolical purposes. It is no longer a menace in Europe, it is upon Europe, Central America, South America. It is coming close to us.

Urges Love of God and Country

"Are we immune from all this? Are we not living on the fine example of our forbears, who in their days were filially submissive to those who represented to them family authority and authority of the state.

"Keep your true liberty—liberty under the law. To love God and serve Him is the greatest liberty of the universe. Love your country and serve it is the noblest liberty. It sets men free in the highest sense, because it not only keeps him free, but his country free. Love your parents and observe toward them the reverence and respect, which as Christians and Catholics, you know is your duty. There is the whole law of the prophets.

"Do this and thou shalt live and obtain not only life, but pass on to gen-

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happens to exist. In whatever country they are, there is unrestrained libertinism and license.

RESPECT THOSE ABOVE YOU

What sort of citizens would these young students be expected to become? How will they ever understand respect for government, since their purpose is to overturn government? And that is youth. Youth that has thrown off the gentle bond of religious restraint and family counsel and has taken to itself a superiority to all the leading minds of the last 20 centuries, and has repeatedly thrown away again and again, the command of God, "Honor thy father and thy mother."

Respect those above you, cultivate obedience to those God has set over you and cease to be the tools of older men, who are merely using the youth of today for their own diabolical purposes. It is no longer a menace in Europe, it is upon Europe, Central America, South America. It is coming close to us. Are we immune from all this? Are we not living on the fine example of our forebears, who intheir days were filially submissive to those who represented to them family authority and the authority of the state.

And these poor children are being taught that this is liberty. Oh yes, liberty! That is fine language, but the name is usurped. It is not liberty. These people really are using fine words for the purpose of imbedding into the minds of youth the very worst kinds of sentiments and principles. What liberty has the Russian today? He is simply under the heel of the most merciless little clique, that are by brute force dominating millions. They haven't a word to say in their defence. They are crying for liberty and this is what they get. They refused the sublime liberty which ennobles man and for that they exchanged this servility of the vilest kind to a small clique of merciless tyrants and despots.

Now you young men by your act of reverence to Almighty God by coming here to refresh yourselves with the bread of life, to fight the battles of life, you realize what your responsibilities as youth are. Don't be deceived by these false cries. That is the usual time-worn trick of despots to cry beautiful words and fasten the shackles. Keep your true liberty—liberty under the law. To love God and serve him is the greatest liberty of the universe. Love your country and serve it and that is the noblest liberty.

It sets man free in the highest sense, not only keeps him free but keeps his country free. Love your parents and observe toward them the reverence and respect which as Christians and Catholics you know is your duty. There is the whole law of the prophets. Do this and thou shalt live and obtain not only life but pass on to generations, still unborn, that wonderful gift of liberty of soul and spirit, mind and body, with which the church of Christ has endowed mankind and which this country was born to perpetuate.

Don't imagine that these things are so far away that they can never touch you or America. This is the falsest of false ideas. The enemies of God in this country are already making preparations underground and from time to time you can hear the rumblings of their disorders. They never really show themselves until the time is ripe. They come like a thief in the night and when it is time for them to appear they appear like a lightning bolt from the blue sky. And then, alas, it is often times too late to withstand the violence of their attack. So be wise and be prepared.

GLOWING TRIBUTE

Mayor Addresses James M. Curley, Jr., Court, M. C. O. F.

Remarkable tribute was paid the memory of James M. Curley, Jr., when 400 members of the James M. Curley, Jr., Court, M. C. O. F., gathered yesterday at their first communion breakfast at the Copley-Plaza Hotel.

The mayor spoke publicly, for the first time since the death of his son, of his love for the boy. Four members of the Curley family, Miss Mary Curley, and Paul, Leo and George Curley, were present.

Reference had been made by speakers to James M. Curley's organizing ability, as demonstrated in his organization of the court, once known as Bostonia Court, but which was changed shortly after his death. James Jr., was chief ranger of the court.

Mayor Curley then said:

"Fields are fair far away." That's an old Irish saying. The restless spirit of the age, this constant striving to engage in something without purpose, this wanting to be on the way without knowing where we are going. In all this how cheering it is to find a group of bright, intelligent and capable young men and women giving an exemplification of faith.

Not how long, but how well, has an individual lived is the story. My son's life was snuffed out too early. It was like opening a wonderful book and reading the first page and the preface and having to close without having a chance to read a single chapter.

He must have accomplished much and it was difficult to be a good example at his age. His father was a mayor, every avenue for mistake, for the commission of sin was open. But he devoted the leisure that could have been given to pleasure to industry, the study and development of mind, and thinking of ways to be of service. A life of service if only for a year is often better than a life without service that lasts a century.

EXAMPLE OF GOOD LIVING

If he was an example of good living, of firm belief in the principles of the Catholic Church, industry and playing the game square and above board, then God knows he did not die in vain.

I have met the faculty of Harvard and it was moving to hear the boy's professors as to his industry and character. Professors James and Frankfurter among others testified to his modesty, industry, determination—it is an unusual thing when the qualities which regard as negative can still make progress. There must have been a lot to the boy that I didn't know. In my case 'Fields are fair far away'—perhaps I was harboring a jewel under eye and didn't see it. Truth, honesty, modesty—who is there to say he lived in vain.

Consoling words were also directed to Mrs. Joseph M. Smart, whose son, Joseph Smart, a member of the court, died while only a youth.

William G. O'Hare, penal institutions commission, was the toastmaster of the affair. He was introduced by Miss Mary McGillicuddy, the chief ranger. Other speakers were Edmund Dolan, city treasurer; Peter Welch, deputy chief ranger of the order; the Rev. Harry M. O'Connor, chaplain of the court and the order; Dr. Helen I. Doherty McGillicuddy, past high chief ranger. The mass at the cathedral, at which the members received communion, was celebrated by the Rev. Neil A. Cronin of the cathedral staff.

AMERICAN 5/4/31

CURLEY TO SAIL ON FRIDAY

Mayor Curley sails for Europe from New York on Friday afternoon aboard the S. S. France of the French line. He will be accompanied by his daughter, Mary; Miss Loretta Bremner, fiancee of the late James M. Curley, Jr., and City Treasurer Edmund L. Dolan.

Application for passports was made at the Custom House today.

Because of the pressure of business, Thomas J. A. Johnson, city greeter, will be unable to make the trip.

Mayor Curley and his party will leave Boston on Friday morning and will occupy the presidential suite aboard the liner as the guest of the French government.

The mayor will visit Galway, the birthplace of his parents. In France the mayor will deliver an address in French at the Colonial Exposition in Paris. A tour of the principal cities of France will be followed by a visit to Rome. The party sails from Italy for Boston on June 9.

MAYOR RETURNS SEX FILM BAN

Expressing the opinion that the motion picture industry will shortly recognize the growing protest against sex and crime pictures, Mayor Curley today returned to the City Council, without approval, an order adopted last week to prohibit such pictures.

"The motion picture industry from the standpoint of money invested is today a ranking industry in America and unquestionably both those persons in charge of the industry and persons with money invested in it are desirous that such a course be pursued as will continue to merit for them not only public approval, but public support," the mayor wrote.

"Approval by me of the order as adopted by the City Council, even though I had the legal authority to do so, which I have not, would, in my opinion, be not only inadvisable but an injustice as I am quite certain that the motion picture industry must shortly recognize the growing protest against this character of presentations. In the event that they fail to do so after a reasonable time has elapsed, action as contemplated might be considered."

HERALD 5/4/31

CARDINAL CALLS YOUTH TO MEET RED CHALLENGE

Prelate Says Obedience to Lawful Authority Needed In Nation

CURLEY IN TOUCHING TRIBUTE TO HIS SON

Mayor Shows Emotion in Address to Court Bearing Name

Communism is making inroads in America through the secret, underground work of radicals, Cardinal O'Connell warned in an unexpected address at the Cathedral of the Holy Cross yesterday morning. He called on the youth of America to answer the challenge by obedience to lawfully constituted authority.

Cardinal O'Connell arrived at the cathedral early yesterday morning to pontificate at the 10 o'clock mass. Hearing that 400 members of the James M. Curley, Jr., court, M. C. O. F., were in the church for their first court communion, and also 150 members of the Young Men's Association of the Cathedral, he seized the opportunity to address the young people.

MAYOR IS MOVED

Immediately after the cardinal's address the members of the court were addressed at communion breakfast at the Copley-Plaza by Mayor Curley, who for the first time since the death of his son, James M. Curley, Jr., spoke publicly of the youth, in one of the most moving talks he has ever been heard to give. The mayor's son was chief ranger of the court addressed by the executive.

The cardinal, in his address on the danger of communism and rebellion from constituted authority, spoke in a tense voice which clearly told of his convictions. He cited the change in the teachin· of the present generation to venerate and respect authority, be it religious, civil or family, and pronounced the lack of such teaching a serious danger.

"We find the horrible truth that this sort of irreverence and disobedience under some very misleading title is being taught in even some of our schools, and I regret to say, even, I am told, in some of our churches," he said.

"Of late there is, all over the world, a very deluge of rebellious and inflammatory opposition to all sorts of control. Back of it all, of course, is the spirit of atheism and communism which is flooding all Europe and beginning as we know to make itself felt in America.

RELIGION RIDICULED

"Religion is being ridiculed, all obedience is denied, each one is living for himself. Of course it is nothing but the most chaotic sort of license. The only liberty in this world is the liberty which comes by submission to proper authority and well ordered life. Any exception is unbridled license and leads to the complete disruption of religious and civil order."

He urged youth not to be used as the tool of older men who would turn its enthusiasm for "diabolical purposes." He deplored the type of citizen these specious doctrines of freedom would produce, and urged a return to the older code of respect for the church, the family and the state.

The text of his talk follows:

My dear young men and women I am very happy to see you here before the altar, performing your religious duties. Devotion to religious duties indicate that you are firm in your faith and in the expression of that faith by your appearance here in church today and your aproaching the altar and your reception of the blessed sacrament.

It is certainly a most appropriate moment to speak of the dangers, which beset the youth of today, the only remedy against which is active and strong faith, which is a Christian inheritance, such as you are exhibiting here today, and that is why I rejoice with you.

The dangers which beset you today are of such enormity and so constantly before you and around you that only the greatest firmness and devotion to your religious duties can offer any protection against them. To begin with, there is a great menace to the reverence and respect due to all authority. That menace is never so obvious as it is in our own time, when even little children are beginning to throw off the traditional reverence which Christian children were always taught to observe toward their parents. And this is no mere chance because we find the horrible truth that this sort of irreverence and disobedience under some very misleading title is being openly taught in even some of our schools and I regret to say, even, I am told, in some of the churches.

In my generation it was the most normal thing in the world for children to be brought up with respect for their elders and their families and we were all happy in that spirit of docility and obedience, while we were children. That accounts for the normal attitude which people before the present age assumed toward their elders, whether of the family or of the state or the church.

UNNORMAL CHILD RARE

It was a normal thing for the children to be brought up in that atmosphere and an unnormal child was a rare exception. But they of course had the natural spirit of youth and here and there, there were acts of disobedience, which goes without saying. But at that time, and it is not so very long ago, nothing else was taught in school. Now it seems to be the fact to train the children to disrupt everything, except their own impulses. That is the so-called self-expression, a fancy title, covering a very disagreeable fact.

Even the pagans understood the necessity of this in the formation of society and in the conservation of all that was proper in social life. The Jews had it and still have it I am told in a very strong sense. "Honor Thy Father and Thy Mother" was one of the commandments given to Moses and the Jewish people, during all time until recently, understood the full meaning of this and of other responsibilities of parental authority and filial obedience.

But of course the great break came with the so-called Reformation in the 16th century, when at that time there was an open rebellion against constituted religious discipline and authority and it is only a short step toward disobedience of civil authority. They of course could foresee very little of the monstrous consequence of open rebellion at that time, but I think the eyes of many of them are open to the fact that if the gate is open wide against all obedience and discipline that at once there is a menace to the very foundations of society itself. In the main, whatever the logical conclusions might be with regard to this rebellious attitude toward reverence, the fact is that the old Catholic traditions still stood firm, despite the theoretical view about liberty, religious and and civil.

All well-bred people, Protestant as well as Catholic, were brought up in the norms of filial respect and reverence, toward whoever had a right to command or direct them. But of late there is, all over the world, a very deluge of rebellious and inflammatory opposition to all sort of control, whether it be civil or religious or family. Back of it all of course is the spirit of atheism and communism, which is flooding all Europe and beginning as we know to make itself felt in America. The attitude that each one is his own master is the modern gospel of communism, that is spreading before the world.

And we see unfortunately its results. It is only natural from the start it got in the 16th century that it is working itself out in violent revolutions in nearly every country in the world. Religion is being ridiculed; all obedience is denied, each one is living for himself, that is liberty?

Of course it is nothing but the most chaotic sort of license. The only liberty possible in this world is the liberty which comes by submission to proper authority and a well-ordered life. Any exception is unbridled license and leads to the complete disruption of religious and civil order.

Now I repeat the youth of today are surrounded on every side by these revolutionary and destructive influences. We only have to hear the wild and insane yells and screams of those students of the foreign universities of Europe. Instead of submitting to the influences that would train them to the superior knowledge, that trains the soul to love and order, they throw up all sense of discipline, turning the universities into howling forums, each one proclaiming a doctrine more radical than the other and rushing out into the street, they overthrow thrones, kings, presidents or whatever authority

RECORD 5/4/31

Honors Son!

Mayor James M. Curley as he gave principal address yesterday at first communion breakfast at the Copley-Plaza Hotel of the James M. Curley, Jr., Court, M. C. O. F., named in honor of his late son, first president of that body. His daughter, Mary, is at left.

At Communion Breakfast in Son's Memory

Mayor James M. Curley, shown with his daughter, Mary, leaving Cathedral of the Holy Cross, South End, yesterday, after speaking at the first communion breakfast of James M. Curley, Jr., court, No. 258, M. C. O. F. Court was named for his late son.

mt Ghoib 5/4/31

He Warns of Deception

"Now you young men by your act of reverence to Almighty God by coming here to refresh yourselves with the bread of life, to fight the battles of life, you realize what your responsibilities as youth are? Don't be deceived by these false cries. That is the usual time-worn trick of despots to cry beautiful words and fasten the shackles. Keep your true liberty—liberty under the law. Love God and serve him is the greatest liberty of the universe. Love your country and serve it and that is the noblest liberty.

"It sets man free in the highest sense, not only keeps him free but keeps his country free. Love your parents and observe toward them the reverence and respect which, as Christians and Catholics, you know is your duty. There is the whole law of the prophets. Do this and thou shalt live and obtain not only life, but pass on to generations, still unborn, that wonderful gift of liberty of soul, mind and body, with which the Church of Christ has endowed mankind and which this country was born to perpetuate.

"Don't imagine that these things are so far away that they can never touch you or America. This is the falsest of false ideas. The enemies of God in this country are already making preparations underground and from time to time you can hear the rumblings of their disorders. They never really show themselves until the time is ripe. They come like a thief in the night, and when it is time for them to appear they appear like a lightning bolt from the blue sky. And then alas it is oftentimes too late to withstand the violence of their attack. So be wise and be prepared."

Mayor Speaks at Breakfast

Following the service, the members of the Curley Court of Foresters went to the Copley-Plaza for breakfast. Mayor Curley spoke in appreciation of the honor paid his son by the court in perpetuating his memory. He paid high tribute to Cardinal O'Connell for his address.

The Mayor said that Boston Catholics do not appreciate what a wonderful leader they have in Cardinal O'Connell. If he was situated in another part of the country, they would be anxious to secure copies of his addresses. His pronouncements are sufficient to set all thinking, regardless of religion. He urged the audience to follow the Cardinal's advice as to respect for lawful authority. Without it there can be nothing but chaos, Mayor Curley said.

The Mayor spoke feelingly of his son. His life, he said, reminded him of a wonderful book of which one had read the preface and had then closed without reading a chapter.

He said that the boy must have accomplished much by good example. "His father was Mayor and every avenue for the indulgence of pleasure and the commission of sin was open to him," said the Mayor, "but they did not interest him. He devoted himself to industry, development of mind and ways to be of service. A life of service for a year is better than one without service for a century. God knows he did not live in vain.

"It is true that I had the pleasure of breaking bread with the faculty of Harvard University, but the greatest moment of my life was when I listened to the professors' testimony as to the industry and character of the boy. All were attracted to him because of his modesty, industry, retiring disposition and determination. He apparently made progress, though modest and apparently retiring. There must have been a lot to him which I did not know. I must have had a jewel under my eye, which lived a short time but well. He had the virtues of truth and modesty."

O'Hare Is Toastmaster

Miss Mary McGillicuddy was chairman and Penal Institutions Commissioner William G. O'Hare was toastmaster. Other speakers were Rev Harry M. O'Connor, chaplain of the court; Edmund L. Dolan, city treasurer; Peter W. Welsh, DHCR; Joseph McCabe, HCR; Dr Helen I. Doherty McGillicuddy, PHCR, and Miss Grace Killion, chief ranger of the court.

Mr and Mrs Joseph Mikolajewski sang.

The committee in charge included Miss McGillicuddy, Miss Mary Harrington, Miss Elizabeth Harrington, Miss Elizabeth Curran, James Tobin, Thomas Gemelli, Cornelius Murphy and Edward Keefe.

The court was established Jan 12, 1930, as Bostonia Court, with James M. Curley Jr as chief ranger. After his death a year later the members voted to change the name to his.

There are 706 members.

MAYOR VETOES MOVIE ORDER

Refers Censorship Resolve to Board of Review

Mayor Curley today returned with his veto the order passed by the City Council last Monday requesting him to instruct the city censor to prohibit the showing of any picture relating to crime or sex in any theatre where children are admitted and the display of any poster or advertisement of such pictures. The Mayor said he had referred the order to the National Board of Review, of which Wilton A. Barrett is executive secretary.

The Mayor's comment on the order was as follows:

"The National Board of Review passes judgment upon pictures that are shown in 41 States, including Massachusetts.

"The motion picture industry, from the standpoint of money invested, is today one of the ranking industries in America, and unquestionably both those persons in charge of the industry and persons with money invested in the industry are desirous that such a course be pursued as will continue to merit for them not only public approval, but public support.

"Approval by me of the order as adopted by the City Council, even though I had the legal authority to do so, which I have not, would in my opinion be not only inadvisable but an injustice, as I am quite certain that the motion picture industry must shortly recognize the growing protest against the character of presentations referred to in the order adopted by the City Council, and in the event that they fail to do so after a reasonable time has elapsed, action as contemplated might be considered."

TRAVELER 5/4/31

TO PAY FIRST VISIT TO HUB

Gen. Higgins, International Salvation Army Head, to Be Honored

On his first visit to the United States since his election in 1928 as head of the International Salvation Army, Gen. Edward J. Higgins will pay a two-day visit to Boston, Wednesday and Thursday, during which he will be honored by state and city officials, will be a luncheon guest of the Boston Rotary Club, and in Tremont Temple, will make his first public appearance here, with Gov. Joseph B. Ely in attendance.

Gen. Higgins will be accompanied by Mrs. Higgins, who since the age of 17 has been a Salvation Army officer, and a staff consisting of Lieutenant Commissioner E. J. Parker, national secretary; Col. William C. Arnold, chief secretary of the eastern territory; Col. Fletcher Agnes, field secretary of the eastern territory; Col. Bond, editor in chief of the eastern territory; Col. Joseph Pugmire, aide de camp to the general, of London, England, and Maj. Frank Taylor, the general's private secretary.

Wednesday, Gov. Ely will receive the party at the State House, and Mayor James M. Curley will greet its members at City Hall. At 12:15 o'clock the general and his party will be luncheon guests of the Boston Rotary Club at the Statler, and at 3 o'clock, after a rest, he will hold a reception to the press.

Thursday, the general will visit the Wonderland camp at Sharon. At 8 P. M. will come his public appearance at the meeting in Tremont Temple. He will be presented to the audience by Philip R. Allen, chairman of the advisory board. Following this "welcome meeting," the visitors will leave for Washington.

TRANSCRIPT 5/4/31

Curley Will Visit Home of Parents

Mayor Curley will sail for France from New York on the afternoon of Friday, accompanied by his daughter Mary, City Treasurer Edmund L. Doland and Miss Loretta Bremmer of Chicago, who was engaged to be married to the mayor's son.

The mayor goes abroad as the guest of the French Government to attend the opening of the Colonial exposition in Paris, on which occasion he will make a speech. But he will visit Paris after a trip to Dublin to pay his respects to President Cosgrove of the Irish Free State and a trip to Galway to visit the birthplace of his parents.

Arrangements have been made for the Steamship France to stop at Plymouth, Eng., where the council has arranged to greet the mayor and give him a reception in recognition of the compliment he paid to the English delegation which came to Boston for the tercentenary exercises last year. After a few days in Paris the mayor will go to Italy to spend six days in and about Rome. He will sail for home June 9.

Ghoice 5/4/31

CARDINAL DELIVERS WARNING TO YOUTH

Strikes at Disrespect of Authority In Address Inspired by Sight Of Curley Court Members

A warning against disrespect of authority, whether it be masked under the term "self-expression" or appears as Communism, was given by Cardinal O'Connell at the Cathedral of the Holy Cross yesterday.

The Cardinal was present at the 10 o'clock mass, when 400 members of James M. Curley Jr Court, M. C. O. F., and 150 members of the Cathedral Young Men's Association received communion. Inspired by the sight of these young folk, the Cardinal delivered a message to them and to youth generally.

The occasion was, in part, a memorial service honoring James M. Curley Jr, the Mayor's son, and Joseph Smart, 16-year-old West Roxbury boy, members of this young Foresters' court, who have died. Mayor Curley spoke at the communion breakfast which followed.

The Cardinal's Address

"My dear young men and women," began the Cardinal, "I am very happy to see you here before the altar performing your religious duties. Devotion to religious duties indicates that you are firm in your faith and in the expression of that faith, by your appearance here in church today and your approaching the altar and your reception of the Blessed Sacrament.

"It is certainly a most appropriate moment to speak of the dangers which beset the youth of today, the only remedy against which is active and strong faith, which is a Christian inheritance, such as you are exhibiting here today. And that is why I rejoice with you.

"The dangers which beset you today are of such enormity and so constantly before you and around you that only the greatest firmness and devotion to your religious duties can offer any protection against them. To begin with, there is a great menace to the reverence and respect due to all authority. That menace is never so obvious as it is in our own time, when even little children are beginning to throw off the traditional reverence which Christian children were always taught to observe toward their parents. And this is no mere chance, because we find the horrible truth that this sort of irreverence and disobedience under some very misleading title is being openly taught in even some of our schools and, I regret to say, even—I am told—in some of the churches.

Respect Once Was Normal

"In my generation it was the most normal thing in the world for children to be brought up with respect for their elders and their families and we were all happy in that spirit of docility and obedience, while we were children. That accounts for the normal attitude, which people before the present age assumed toward their elders, whether of the family or the State or the church.

"It was a normal thing for the children to be brought up in that atmosphere and an unnormal child was a rare exception. But they, of course, had the natural spirit of youth and here and there, there were acts of disobedience, which goes without saying. But that time—and it is not so very long ago—nothing else was taught in school. Now it seems to be the fact to train the children to disrupt everything, except their own impulses. This is the so-called self expression, a fancy title, covering a very disagreeable fact.

"Even the pagans understood the necessity of this in the formation of society and in the conservation of all that was proper in social life. The Jews had it and still have it, I am told, in a very strong sense. 'Honor thy father and thy mother' was one of the Commandments given to Moses, and the Jewish people, during all time until recently, understood the full meaning of this and of other responsibilities of parental authority and filial obedience.

Break Came at Reformation

"But, of course, the great break came with the so-called Reformation in the 16th century, when at that time there was an open rebellion against constituted religious discipline and authority, and it is only a short step toward disobedience of civil authority. They, of course, could foresee very little of the monstrous consequence of open rebellion at that time, but I think the eyes of many of them are open to the fact that if the gate is open wide against all obedience and discipline, that at once there is a menace to the very foundations of society itself.

"In the main, whatever the logical conclusions might be with regard to this rebellious attitude toward rebellion, the fact is that the old Catholic traditions still stood firm, despite the theoretical view about liberty, religious and civil.

"All well-bred people, Protestant as well as Catholic, were brought up in the norms of filial respect and reverence toward whoever had a right to command or direct them. But of late there is, all over the world, a very deluge of rebellious and inflammatory opposition to all sorts of control, whether it be civil or religious or family. Back of it all, of course, is the spirit of atheism and Communism, which is flooding all Europe and beginning, as we know, to make itself felt in America. The attitude that each one is his own master is the modern gospel of Communism that is spreading before the world.

Results Are Apparent

"And we see unfortunately its results. It is only natural from the start it got in the 16th century that it is working itself out in violent revolutions in nearly every country in the world. Religion is being ridiculed: all obedience is denied; each one is living for himself. That is liberty!

"Of course it is nothing but the most chaotic sort of license. The only liberty possible in this world is the liberty which comes by submission to proper authority and a well-ordered life. Any exception is unbridled license and leads to the complete disruption of religious and civil order.

"Now I repeat the youth of today are surrounded on every side by these revolutionary and destructive influences. We only have to hear the wild and insane yells and screams of those students of the foreign universities of Europe. Instead of submitting to the influences that would train them to the superior knowledge that trains the soul to love and order, they throw up all sense of discipline, turning the universities into howling forums, each one proclaiming a doctrine more radical than the other, and rushing out into the street they overthrow thrones, Kings, Presidents or whatever authority happens to exist. In whatever country they are, there is unrestrained libertinism and license.

"What sort of citizens would these young students be expected to become? How will they ever understand respect for government, since their purpose is to overturn government?

Youth Without Restraint

"And that is youth. Youth that has thrown off the gentle bond of religious restraint and family counsel and have taken to themselves a superiority to all the leading minds of the last 20 centuries, and have repeatedly thrown away again and again the command of God, 'Honor thy father and thy mother.'

"Respect those above you, cultivate obedience to those God has set over you and cease to be the tools of older men, who are merely using the youth of today for their own diabolical purposes. It is no longer a menace in Europe, it is upon Europe, Central America, South America. It is coming close to us. Are we immune from all this? Are we not living on the fine example of our forebears, who in their days were filially submissive to those who represented to them family authority and the authority of the State.

"And these poor children are being taught that this is liberty. O, yes, liberty—that is fine language but the name is usurped. It is not liberty. These people really are using fine words for the purpose of imbedding into the minds of youth the very worst kind of sentiments and principles. What liberty has the Russian today? He is simply under the heel of the most merciless hold of a little clique that is by brute force dominating millions. They haven't a word to say in their defense. They are crying for liberty and this is what they get. They refused the sublime liberty which ennobles man and for that they enchanged this servility of the vilest kind to a small clique of merciless tyrants and despots.

Globe 5/5/31

MAYOR CURLEY DEFENDS PROJECTS WHICH GIVE JOBS TO UNEMPLOYED

Replies to Charges of "Reckless Extravagance" Made by Tax Association—That Group Attacked And Supported in City Council Meeting

The recent statement of the Massachusetts Tax Association charging "reckless and needless extravagance" in certain construction projects by Boston officials to relieve unemployment brought fourth a statement yesterday from Mayor Curley and also came up in the City Council, where Councilor Donovan of East Boston attacked the association and Alexander Whiteside, its vice president, while Councilor Norton of Hyde Park defended the association.

Mayor Curley, referring to the East Boston Strandway and the filling of South Bay, declared the benefits that will accrue are not confined merely to the giving employment, but afford additional industrial and recreational opportunities. "Sane spending is intelligent economy," said the Mayor.

Councilor Donovan told the Council of the advantages of the Strandway project. He said the Massachusetts Tax Association might be composed of excellent tax abatement experts against the city, but that they did not know the needs of the city.

Deplores "Luxuries"

The project was classed as a luxury by Councilor Norton, who claimed that in his district there were streets impassible to children, fire apparatus and ambulances, and until such conditions were remedied he classed as luxuries not only the Strandway in East Boston, but rose gardens, lagoons and $8000 for entertaining the Japanese Prince and Princess.

Councilor Bush questioned the $8000 figure of Councilor Norton for entertainment, and later Mr Bush declared it cost less than $4000.

Councilor Dowd charged that Mayor Curley had notified the heads of departments not to send to the office of Acting Mayor McGrath any contracts during the Mayor's absence from May 8 to June 15. Mr Dowd's order passed without comment telling department heads to do business with Mr McGrath.

Coal in Small Lots

Another order by Councilor Dowd was for the Mayor to request the overseers of the Public Welfare Department to discontinue buying coal in small lots; to buy in quantity and have the men in the woodyard bag it.

The Council also passed Mr Dowd's order that the overseers discontinue giving the needy orders on a certain chain store company which, he said, got 60 percent of the business. The Councilor said it was time the orders went to independent grocers.

Councilor Norton got into the coal situation with an order which was passed. It asked that the superintendent of the Supply Department be requested by the Mayor to strike from the list of competitive bidders the name of any individual or company who has been convicted of giving the city short weight.

Criticizes Curley

Councilor Kelly took a parting fling at Mayor Curley who sails from New York on Friday for Europe. He said the Mayor may be tired and need a rest but the fact is the Mayor is running away from criticism.

He also charged the Mayor had a fund of $100,000 to assure Lieut-Gov Youngman of the Republican nomination for Governor; that Mayor Curley would try and defeat Gov Ely for the nomination and expected to find Youngman easy to beat for Governor.

During executive session the Council had for visitors Philip Chapman, superintendent of the Purchasing Department, and Bernard Scanlon, secretary of Police Commissioner Hultman. Councilor Norton planned to question both men regarding public advertising and competitive bids. Recently he claimed much could be saved by those methods in awarding contracts. Mr Scanlan said it was the policy of Commissioner Hultman to have competitive bidding.

The Municipal Employment Bureau was snubbed again. It asked for the remaining $30,000 appropriation and was given $10,000.

Mayor's Statement

Mayor Curley yesterday gave out a statement in which he said:

"It is unfortunate that the Massachusetts Tax Association, in a recent statement, deemed it expedient to apply the term 'reckless and needless extravagance' to certain projects advocated by officials of Boston in an attempt to relieve unemployment. It is to be hoped that such a careless and far-wide-of-the-mark statement will not blind the citizens of the community to an intelligent consideration of the facts.

"An excellent presentation of such facts is to be found in a report, received by me today, relative to the work of the Public Welfare Department. This report contains the following significant statement: 'It is worth noting that the rise in Boston's relief for this period (January, 1930-February, 1931) would have been somewhere over $700,000 instead of $578,000.'

"The difference between the two figures used in this statement is approximately $125,000 for one month, or, on the basis of a year, $1,500,000. In other words, if the trend of Boston's expenditures for relief has followed that displayed throughout the country, it would be necessary to provide by direct taxation, in addition to what already has been provided in the budget, an amount equivalent to an increase in the tax rate of 78 cents.

Work vs Charity

"Why has Boston been able to meet demands for public welfare at a much less figure than that experienced in other cities of the country? The answer is self-evident. During the period in question more public works have been started in this city, under my direction, than in any similar period in the history of the city. Because of this fact, opportunities for employment have been opened for hundreds of men, who, in the absence of such opportunities, would have been forced to apply to the Public Welfare Department for aid.

"It is true that the construction of the Strandway at East Boston and the filling of the South Bay involve large expenditures of money. The fact that such expenditures are involved, however, is not sufficient reason for the tax association to criticize the projects. Such action overlooks the benefits which will accrue to the city. These benefits are not confined merely to the giving of employment, but induce additional industrial and recreational opportunities.

"Sane spending is intelligent economy. At the present time, any expenditure which adds to the assets of the city and averts the necessity for a municipal dole is sane spending and therefore, intelligent economy."

Silverman Won't Prosecute His Aid—Hits Police

Corporation Counsel Samuel Silverman, in a communication to Mayor Curley, today announced his intention of nol prossing two complaints for parking violations brought against Joseph Fucillo, of his investigation force. This is Mr Silverman's answer to the police summons, which he says "is indicative of the intention of the Police Department to refuse to cooperate with my department in carrying on the emergency work nevessary for proper investigation of fraudulent claims and suits against the city."

The letter also said that prior to the Investigation Department being organized, the claims were investigated by the Police Department, and Mr Silverman says that in many instances investigations did not take place for several months. It is now possible to investigate claims within 25 hours, but it is essential that the investigators have their automobiles available to render proper service.

Mr Silverman states that last year the Police and Traffic Departments agreed to recognize the necessity; that the Police Commissioner now repudiates the agreement, and has made a particular drive against the investigators' cars.

In conclusion, Mr Silverman said: "In my opinion the law of reason and sanity should be made to apply in our case and the Police Commissioner informed by Your Honor that he is seriously affecting the work of my department and costing the taxpayers many thousands of dollars."

HERALD 5/5/31

CHARGES MAYOR EVADES INQUIRY

Dowd Defies Welfare Heads to Arrest Mother of Seven

In a renewal of his attacks upon the administration of the public welfare department, Councilman John F. Dowd of Roxbury yesterday charged Mayor Curley and the overseers of the public welfare with running away from an investigation of the department. He charged that a woman, with seven children, whose husband, a victim of an accident, had been confined to a hospital since September, has been threatened with a jail sentence for accepting money from generous neighbors when she was receiving $20 weekly aid from the department. Dowd challenged the overseers to make an issue of the case as he switched to an attack on the visitors of the department. He characterized them as "inhuman, contemptible and slanderous." He ventured the opinion that 80 per cent of the visitors should be summarily discharged, and based his conclusion on first-hand information obtained during a visit to the department building on Chardon street, without his presence being known.

"I claim that the taxpayers are being looted of $75,000 annually on coal purchases alone" was the charge which Dowd hurled as he contrasted the payment by the department of $16.50 per ton for coal which the supply department purchased for $12.28. Dowd argued, and the council agreed with him by adopting his order asking the welfare department to purchase coal in bulk, that men receiving relief could bag the coal and that truckmen could be employed to make deliveries at a saving of approximately $3 per ton from the price paid by the department.

PLAN WIDENING OF CROSS STREET

Integral Part of East Boston Tunnel Project

The widening of Cross street between North and Mercantile streets, necessitating the acquisition of property of an assessed valuation in excess of $1,000,000 has become an integral part of the $16,000,000 East Boston tunnel project.

The new plan, which Mayor Curley described as a first step towards the ultimate development of the downtown arterial highway, was disclosed yesterday, when pressure was exerted upon representatives of the property owners to accept for their realty 10 per cent. more than the assessed valuation.

The conference in the mayor's office was attended by the transit commissioners and the members of the planning board. There was reluctance among property owners to accept the proposal of Mayor Curley. Some of them positively refused to make such an agreement but at the termination of the discussion the mayor declared that a majority had signified willingness to accept the terms.

Under the tunnel act the transit commissioner has the power to make street widenings within 1000 feet of the portals of the tunnel. The apparent cost of the tunnel construction and other appurenances, including the widening of North street from Dock to North squares is so far below the original estimates that the transit commission feels justified in adding the additional Cross street widening to the program.

The new plan is to widen Cross street from Hanover to Mercantile streets, thereby providing a broad thoroughfare connecting the tunnel portal with the market district as well as with Hanover street and Dock square.

HALL OF "NUDE DANCE" MAY LOSE LICENSE

Curley Asks Suspension if Performer Is Found Guilty

If the participant in an alleged nude dance in Berkeley hall at 4 Berkeley street, last Friday night, is found guilty of the charge brought by police, the censorship board, comprising Chief Justice Bolster of the municipal court and Police Commissioner Hultman, will be asked to order the suspension of the public hall license for the remainder of the year.

Mayor Curley yesterday directed John M. Casey, city censor, to call a meeting of the board, after the conclusion of the court action and in the event of a finding of guilty, and to inform Judge Bolster and Commissioner Hultman of his recommendation for the suspension of the license.

The mayor also called on Casey to direct the attention of Commissioner Hultman to the law which requires that a regular police officer in uniform shall be in attendance at every public hall whenever it is in use.

RECORD 5/5/31

Votes to Give Acting Mayor Full Power

Stepping over the head of Mayor Curley, the City Council, yesterday, voted that Acting Mayor McGrath be vested with the authority to handle all contracts and city business in the absence of Mayor Curley, who sails for France on Friday to be a guest of the French government at the Colonial Exposition in Paris.

In demanding that McGrath be given full authority as mayor, Councillor Dowd, who introduced the order, charged that Curley had instructed department heads not to bring any business before the council during his absence.

Councillor Kelly of Dorchester took the floor to declare that the main reason for the mayor's journey was to escape criticism. He charged that Curley has a $100 000 fund available to assure the Republican gubernatorial nomination for Lieut.-Gov. Youngman.

Kelly declared that the mayor wanted Youngman nominated because he felt that he would be selected over Ely in the primary and find Youngman an easy opponent.

Officials of the French line called on the mayor yesterday to present him with tickets for his passage to Europe on the S. S. France, which sails from New York on Friday. Included in the Curley party will be Miss Mary Curley, Miss Loretta Bremner, fiancee of the late James M. Curley, Jr., and City Treasurer Edmund L. Dolan.

Mayor Curley has planned side trips to England and Italy and a visit to the home of his parents at Gal[illegible]

WILL PRESENT PLAN TO ENLARGE COURTHOUSE

Mayor Curley Has Conferred with Sheriff and Herbert Parker

Mayor Curley will present a comprehensive plan of enlargement of the Suffolk county court house, providing what are considered to be necessary additional accommodations, to the legislative committee on ways and means tomorrow morning.

How extensive an addition will be suggested by the mayor will not be determined until today, but the proposal of the city will be based on recommendations made at a conference yesterday at which the problem was discussed by the mayor with Sheriff Keliher and Herbert Parker, president of the Boston Bar Association.

Others attending were John E. Beck, city real estate expert, the assessors, Auditor Carven, Budget Commissioner Fox, Corporation Counsel Silverman and his first assistant, Joseph P. Lyons.

The mayor refused to tell the extent of the recommendations, but he was reported to have been insistent that Boston combat any proposal to saddle the expense of a costly addition upon the city if less expensive construction will meet the needs of the county departments.

Post 5/5/31

GIVE FIERY FAREWELL TO CURLEY

Flayed in Council for Action on Trip to Europe

Minority members of the City Council late yesterday, in open session, hurled a blistering "bon voyage" to Mayor Curley while he was preparing to leave the city Thursday for five weeks on his first visit to Europe as the guest of the French government.

"RUNNING AWAY," HE SAYS

Councillor John F. Dowd of Roxbury, charging that the Mayor had ordered his cabinet to hold up all important matters until his return, secured the passage by the City Council of an order calling upon the Mayor to direct the city department heads to transmit all matters to President Joseph McGrath of the Council, who will serve as acting Mayor until June 16.

In his farewell message Councillor Francis E. Kelly of Dorchester accused His Honor of "running away from the city to duck criticism." To the galleries he shouted that the Mayor was "plotting to depose Governor Ely to become Governor himself." And he charged that the Mayor had a fund "of $100,000 to get the Republican nomination for Lieutenant Governor Youngman so that he could beat him in the election."

Mayor to Sail Friday

Both Councillors agreed that the Mayor deserved a rest, but protested that he had failed to give their measures in the Council his approval. Seeking re-election this fall, Councillor Kelly protested that the Mayor was trying to defeat him.

The verbal explosion started when the Council received official word from the Mayor that he would be absent from the city from May 8 to June 16.

During his absence President McGrath of the Council will serve as acting Mayor with legal authority to carry out measures which will not admit of delay.

As the steamer France cannot come here Friday without violating its mail-carrying contract, the Mayor will be forced to start by train for New York Thursday to sail from that port of the French liner, Friday afternoon at 3:30 o'clock.

On his initial trip to Europe, the Mayor will be accompanied by City Treasurer Edmund L. Dolan, his daughter, Miss Mary Curley, and her college classmate, Miss Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr.

WOULD FIRE 4 WELFARE OFFICIALS

Dowd, in Hot Attack, Claims They Abuse Hub's Poor

Dismissal of four out of five of the city's welfare workers for alleged abuse of the city's poor was recommended yesterday by City Councillor John F. Dowd of Roxbury in a sharp attack on the overseers of public welfare from the floor of the City Council.

"TREATED LIKE DOGS"

He protested that a woman with seven children, whose husband was in the hospital, was threatened with arrest by the welfare officials because she did not tell them that she had received a cash collection taken up by her neighbors.

"Poor unfortunate people applying for city aid at the charity headquarters are treated like dogs by the abusive, inhuman and slanderous welfare workers who should be fired from the city payroll," protested Dowd.

He charged that the "city treasury was being looted of about $75,000 a year in the purchase of coal by the welfare department." The Councillor compared the price of $12.28 a ton paid by the city for coal purchased through the supply department as against $16.50 paid by the overseers.

Order to Buy Coal in Bulk

In a letter to the Council, Chairman Simon E. Hecht of the overseers explained that the poor relief coal was delivered in 100 pound bags and that the large companies until recently refused to bid on small lot deliveries in three-story tenements.

Dowd secured passage of an order by the Council requesting the overseers to purchase the coal in bulk, so that the unemployed might put it in bags and deliver it as a means of earning their dole.

Councillor Dowd again entered an order asking for an investigation of the welfare department. Referring to Chairman Frank A. Goodwin's report that the Finance Commission found isolated cases of unworthy persons among the poor, Dowd charged that the Mayor and Chairman Goodwin were playing the Amos and Andy game of "check and double-check."

$1,000,000 NORTH END WIDENING

Mayor Moves to Get Cross St. Project Property

At a cost of $1,000,000, the city will purchase property in the market district to widen Cross street from Hanover to Mercantile street as the first link in the proposed downtown central traffic artery, Mayor Curley indicated late yesterday, following a conference with city officials and property owners.

FROM TUNNEL FUND

The money will be taken from the fund of $16,000,000 allowed by the Legislature for the construction of the East Boston traffic tunnel. This act authorized the city to construct street widenings within 1000 feet of the tunnel entrance at Cross and North streets.

Because of the price of the contract for the actual construction of the under water tube, the city will have available a sufficient balance to make widenings for the relief of congestion near the tunnel entrance.

With the support of practically every commercial, industrial and civic organization in the city, the Mayor sought to obtain a loan bill of $7,000,000 to start the construction of the central artery from the North Station to Albany street, taking in the Cross street route, but the Legislature put the matter over for another year.

At Value Plus 10 Per Cent

The Mayor's new move showed he did not propose to postpone the development until 1932. At the conference late yesterday in his office, he informed the property owners that the city would purchase their holdings on Cross street at the assessed valuation plus 10 per cent. This was the agreement made with the owners of downtown property already taken by the city for the tunnel entrance.

Most of the remaining Cross street property owners yesterday agreed to accept the city's offer, the Mayor said at the end of the conference. Attending the conference were the members of the City Planning Board, the Boston Transit Commission, which is building the $16,000,000 tunnel, and the owners. Further conferences will be held shortly.

AMERICAN 5/5/31

'I WON'T RUN AGAIN FOR MAYOR'—CURLEY

He Has Passed Through Three Slumps and Sees End of This One

Three important announcements were made by Mayor Curley today at his regular monthly meeting with city department heads.

The first was that he was serving his last term as mayor.

The second was that demands upon the public welfare department indicate that within the last four weeks there has been a definite upturn from depression.

The third was that there probably would be an increase in rates in the registry of births, deaths and marriages, in the registry of probate, in the land and divorce court and in the department of weights and measures.

HIS THIRD SLUMP.

"This is the third period of depression that I have been through as mayor of Boston and it will be the last," he said. "I shall not be a candidate for this office again. I had the same experiences in 1915 and 1921.

"The demands upon the public welfare department during the past four weeks show a falling off of $90,000 over the preceding four weeks, and there seems to be a definite turn in affairs.

"The Boston Council of Social Agencies has investigated this department and finds that it is efficiently managed and that Boston is not spending as much money for relief work as other cities of the same size."

He paid tribute to the overseers of public welfare. Cities all over the nation have adopted the Boston system of welfare during the depression, he said.

"The department is emerging from depression with a clean slate and an enviable record."

He asked department heads to suggest means of reducing expenses and said he would name a committee headed by Corporation Counsel Silverman to draw up a new schedule of fees for the registry of births, deaths and marriages, and for the registry of probate, for the land and divorce courts and for the sealer of weights and measures.

The new rates, he said, would be set with a view to making these departments self-supporting for the first time.

TRAVELER 5/5/31

Doughnuts Didn't Do It

IF ever an organization did a splendid job of selling itself to the public it is the Salvation Army.

Time was when small boys pelted stones at earnest souls who stood on the corner and prayed for their attackers. Be it said to the credit of the much-maligned saloon of old days: into the saloon the Salvation Army lassie could go and never an insult would be offered her. Instead she would come forth with a tambourine in which many coins mingled.

The younger generation knows but little of the persecutions these men and women faced unflinchingly. And never was there defiance in their attitude, always calm steadfastness. By sheer force of example they won over their tormenters. Some persons may tell you the war did it, that the Sallies won the world with doughnuts when they had failed with song. The doughnuts helped, but the spirit is what did it.

Tomorrow and Thursday of this week Boston will welcome Gen. Edward J. Higgins, commander-in-chief of the International Salvation Army. With him are Mrs. Higgins and an official staff. Gov. Ely and Mayor Curley will receive them. The public will gather Thursday evening at Tremont Temple to greet them. At Washington they will be received by the President and Mrs. Hoover.

It would not surprise us a bit if, in the audience that gathers to do honor to the Salvation Army, are some men who in their boyhood threw stones at Sallies. Doughnuts could never accomplish this transformation. Sincerity did.

GLOBE 5/5/31

CURLEY VETOES BILL RELATING TO FILMS

Refers Order to National Board of Review

Mayor Curley yesterday returned with his veto the order passed by the City Council last Monday requesting him to instruct the city censor to prohibit the showing of any motion picture relating to crime or sex in any theatre where children are admitted and the display of any poster or advertisement of such pictures.

The Mayor said he had referred the order to the National Board of Review, of which Wilton A. Barrett is executive secretary.

The Mayor's comment on the order was as follows:

"The National Board of Review passes judgment upon pictures that are shown in 41 States, including Massachusetts.

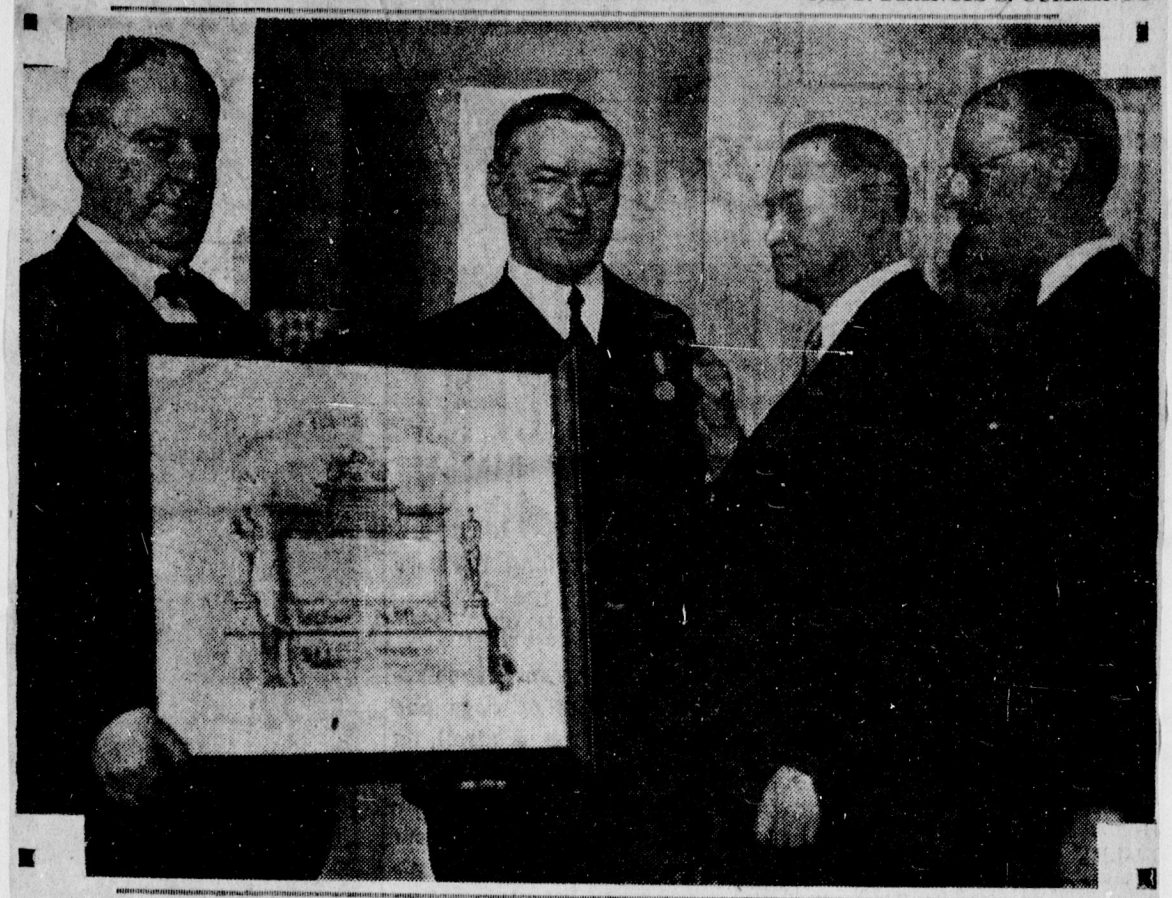
"The motion picture industry, from the standpoint of money invested, is today one of the ranking industrials in America, and unquestionably both those persons in charge of the industry and persons with money invested in the industry are desirous that such a course be pursued as will continue to merit for them not only public approval, but public support.

"Approval by me of the order as adopted by the City Council, even though I had the legal authority to do so, which I have not, would in my opinion be not only inadvisable but an injustice, as I am quite certain that the motion picture industry must shortly recognize the growing protest against the character of presentations referred to in the order adopted by the City Council and in the event that they fail to do so after a reasonable time has elapsed, action as contemplated might be considered."

AMERICAN 5/5/31

HIS HONOR AN HONORARY HONORABLE

MAYOR CURLEY CAPT. FRANCIS S. CUMMINGS



MAJ. J. W. H. MYRICK CAPT. W. M. McKENNA

This is how Mayor Curley became an honorary member of the Ancient and Honorable Artillery Company in his office today. Maj. Myrick presented the certificate of honorary membership, Capt. McKenna pinned on the gold medal, and Capt. Cummings, commander of the company, officiated in conferring the other honors. (Staff photo.)

BUILDING LAWS TO BE ENFORCED

Complaints of violation of the city's building laws will be prosecuted in the criminal courts instead of in the equity sessions hereafter, Mayor Curley announced today.

The mayor said a number of cases have been pending for some time in the equity courts.

These cases include instances of buildings that are fire menaces, others where no building permits were obtained, and still others that had proper exits and in each the owners are alleged to have ignored orders for alterations given them by city officials.

Mayor Curley said that of three offenders arraigned before Judge Thomas H. Dowd in municipal court, two had been fined $25 and the third $5.

CURLEY JOINS THE ANCIENTS

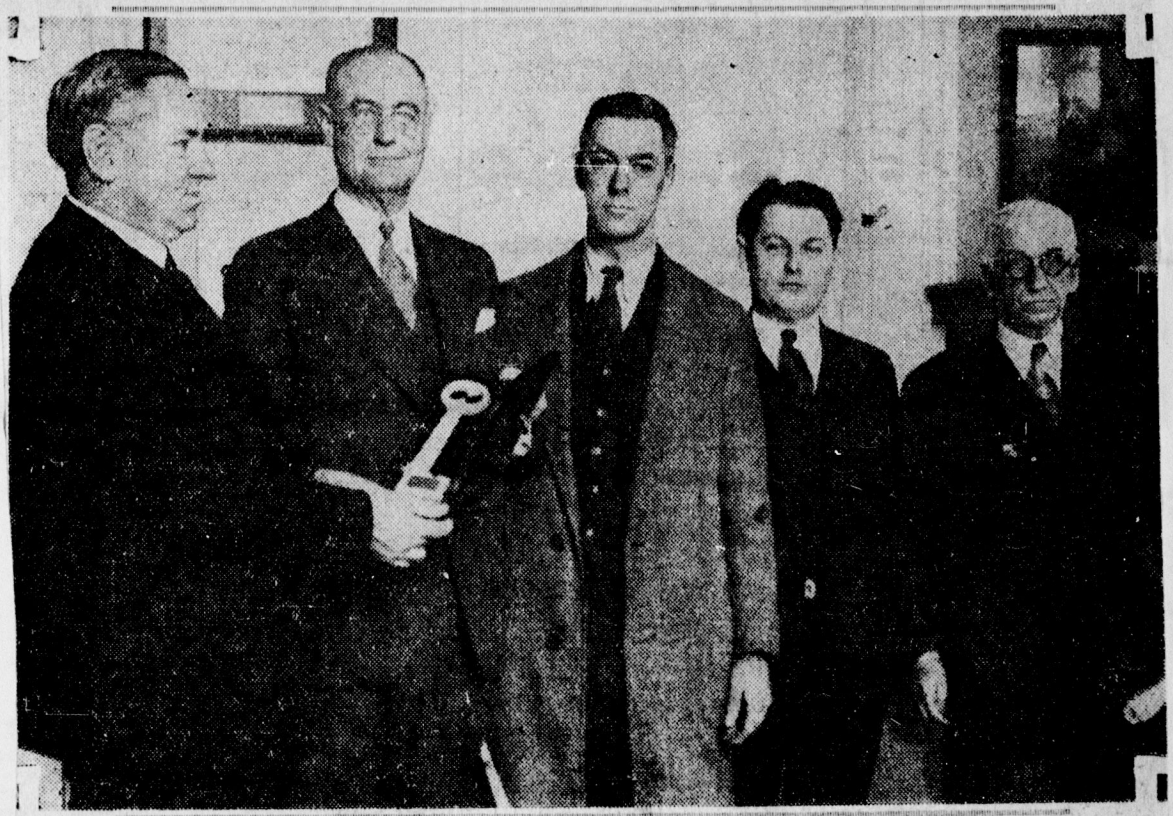
Mayor Curley today became an honorary member of the Ancient and Honorable Artillery Company at exercises in his office in City Hall.

Only four other men now hold that honor. They are King George of England, former President Calvin Coolidge, Maj.-Gen. Beaumont B. Buck, U. S. A., retired, and Lord Denbigh, commander of the Ancient and Honorable Artillery Company of London.

Capt. Francis S. Cummings, commander of the company, presided at the exercises. Maj. James W. H. Myrick presented the mayor with a certificate of honorary membership and Capt. William McKenna pinned a gold badge of the organization to the mayor's coat.

AMERICAN 5/5/31

DEAF OF NATION TO CONVENE IN BOSTON



MAYOR CURLEY MR. BATTERSBY MR. CRYAN MR. O'ROURKE MR. NICHOLS

The 11th annual convention of the National Society of the Deaf will be held in Boston from July 20 to 25. The committee called on Mayor Curley to discuss arrangements. On the committee are, l. to r., William H. Battersby, Thomas Cryan, John O'Rourke and I. Davis Nichols. The mayor presented key of city to Mr. Battersby. (Staff photo.)

NEW WAR OVER CITY AUTO TAGS

The charge that police are "persecuting" city employes by tagging their cars was made by Corporation Counsel Samuel Silverman today in the second recent clash between city officials and the police.

In a letter to Mayor Curley, the tagging of whose car a week ago caused a flareup, the corporation counsel charged Police Commissioner Hultman had repudiated an agreement that cars of investigators of the law department would not be molested.

Silverman, who said he would nol pros the tags, intimated the drive was the result of the installation of the investigative division, thereby taking investigations for the law department out of the hands of the police.

TAXPAYERS LOSERS

Concluding, he said:

"In my opinion, the law of reason and sanity should be made to apply in our case, and the police commissioner informed by your honor that he is seriously affecting the work of my department and costing the taxpayers many thousands of dollars."

No comment was made by Mayor Curley, who ascribed the tagging of his own machine to the fact that the day previously Leo Schwartz, legal advisor to Commissioner Hultman, had been asked to resign from the city zoning board.

Corporation Counsel Silverman's letter read:

"Mr. Joseph Fucillo of the investigating division of this department today turned over two summonses served on him for violation of the rules and regulations of the traffic commission in that he stopped his vehicle in the street more than five minutes.

RAPS POLICE STAND

"I propose to nol pros these complaints by virtue of the authority granted me under Section 15 of Chapter 278 of the General Laws as I believe that these cases are indicative of the intention of the police department to refuse to co-operate with my department in carrying on the emergency work necessary for the proper investigation of fraudulent claims and suits against the city.

"Prior to the establishment of the investigating division of this department our claims were investigated by the police department and in many instances the investigation did not take place for several months. Since the installation of this division it is possible to investigate claims within 24 hours of the recept of notice of the accident."

He said it was essential, in the performance of this work, that investigators have their automobiles available, and that the police department and traffic commission had agreed to this.

Globe 5/5/31

EVIDENCE THAT WORST OF DEPRESSION IS OVER

Mayor Curley Cites Decrease in Needs of the Overseers of the Poor of $90,000

Mayor Curley will not be a candidate for a fourth term as Mayor in 1938, he told his department heads in farewell conference this morning, preparatory to his steaming for Europe from New York Friday.

The charter imposes a restraint against any Mayor's being a candidate for the term immediately following his own term. After a lapse of four years, however, a Mayor may again be a candidate, and Mr Curley is the only one of the city's Chief Executives to take advantage of this provision since 1909.

The Mayor told his official family that, in the past four weeks, requirements of the Overseers of the Poor to pay as aid to poor or destitute families has dropped some $90,000. This fact he cited in suport of his own expressed view that the worst of the depression has passed.

Mr Curley asked the department chiefs for suggestions for reducing expense and will name a committee including Corporation Counsel Silverman to make a new schedule of fees to apply in the Registry of Births and Marriages and Probate and Land and Divorce Courts, as well as the sealer of weights and measures. It is his intention that the fees will make the departments self-sustaining for the first time.

According to the Mayor, it is one of the steps that must be taken if it is ever hoped to reduce the real estate tax and real estate throughout the country was bearing nearly 80 percent of the burden.

Other Cities Copy Boston

The Public Welfare Department, said the Mayor, was costing $500,000 monthly despite the fact that the city was in the throes of the greatest construction program. He paid a tribute to the overseers of Public Welfare, and said it was apparent that all were doing the best they could and gave their services gratis.

Almost every city in the country, he said had written to learn how Boston was handling the situation and then applied Boston methods to their own municipalities. He called attention to the report made recently by the Boston Council of Social Agencies, which includes all private charities. The council credited the Boston overseers with the best department of any city in the country, though, said Mayor Curley, "they were never friendly to me or the party I stand for."

The department, he said, is emerging with a clean slate and an enviable record. He also called attention to progress in Washington n the formation of a Federal Industrial Planning Commission which he said was in his opinion the most forward step since the abolition of slavery.

Payment of the soldiers' bonus thus far, in the opinion of the Mayor, had been a tremendous help in a business way and resulted in cleaning the retail shelves as well as the wholesale, of merchandise. "There was more clothing sold the last two months," said Mayor Curley, "than in the previous 12 months."

The Mayor referred to the Old Age Pension act, which will become effective in July, and he said that $500,000 would be necessary. Boston will be assessed on the entire number of men and women polls, and even though Boston should collect but 60 percent, Boston must pay the State 100 percent.

"I ask you heads of departments," said the Mayor, "to exercise the same degree of economy in your departments as you would in your homes, but maintain it at a high degree of efficiency.

Speaking of the white-collar men who never did laboring work, but have families to support and receive three days' pay a week, the Mayor expressed pride at a report from Chairman Hecht of the Public Welfare Department, that of 2000 men put to work cleaning up streets, alleys, parks, etc, to pay for their Welfare money, that less than 20 refused to perform the labor.

In closing he told his audience that he would convey their best wishes to the President of the Irish Free State, Mussolini, the King of England and the President of France. They then wished him bon voyage.

MAYOR CURLEY WEARS BADGE OF ANCIENTS

Addressing his official family this noon, Mayor Curley sported upon his lapel the badge of honorary membership in the Ancient and Honorable Artillery Company. This will constitute his ticket of admission, he said, to Buckingham Palace in London, one of the royal residences.

His eye a-twinkle at the prospect, Mr Curley said he would be glad to avail himself of the privilege this passport gives him, when he is in London, to take a look at Buckingham's vast wine cellars, which are below the bottom of the Thames, alongside which Buckingham stants on an estate about as big as Boston Common.

Other holders of this badge, Mr Curley recalled, are Ex-President Calvin Coolidge and Lord Denbigh of the well-known London Denbighs.

Buckingham was the scene of much royal splendor in the Victorian reign, when the Queen herself made it her favorite residence.

CURLEY TO SAIL FOR EUROPE FRIDAY

Goes to Great Colonial Exhibition in Paris

Mayor James M. Curley is going abroad, leaving New York on Friday, as the guest of the French Government and, therefore, is compelled to sail from New York, though he expressed a preference for Boston, even though he sail on some other line.

The steamer, having a mail contract, could not stop at Boston and pick up the Mayor, and, in view of the invitation being from the French Government, for the Mayor to sail on any other steamship line would be considered a breach of courtesy.

Officials of the French Line are expected to call on the Mayor today and tender him the use of the Presidential suite on the liner France. Arrangements have been made by the French Line officials with the English authorities for the Mayor to leave the ship at Plymouth and make a short trip to London and to Boston, Eng.

The Mayor and his party will leave Boston Thursday. He is due in Paris for the opening of the Colonial Exposition.

While abroad the Mayor and his party will visit Rome and the Irish Free State. He expects to sail for home June 5.

DISCUSS EXTENSIONS ON SUFFOLK COURTHOUSE

Boston's recommendations for reenlarging the facilities of the Suffolk County courthouse were the subject of a conference at the Mayor's office yesterday and it was agreed that Mayor Curley tomorrow present the recommendations to the Committee on Ways and Means.

At the Mayor's conference were Sheriff John A. Keliher, Herbert Parker, John Beck, city real estate expert; members of the board of assessors, Budget Commissioner Fox, Auditor Carven, Corporation Counsel Silverman and Asst Corp Counsel Lyons.

AGREE ON PROPERTY PRICE FOR TUNNEL PROJECT

Property valued at approximately $1,000,000 between North and Mercantile sts, on Cross st, needed in connection with the East Boston tunnel project, was the subject of a conference yesterday when Mayor Curley tried to induce the property owners to accept 10 percent over the assessed valuation. After a long discussion it is said the majority agreed to accept the Mayor's proposal.

Members of the City Planning Board and Transit Commission were present at the conference. The property will be taken for the purpose of street widening.

Col Thomas Sullivan of the Transit Commission expressed the opinion that the tunnel would be constructed well within the appropriation of $16,000,000.

TRANSCRIDT 5/5/31

Curley Not to Run for Mayor Again

So Declares to Department Heads on Eve of Sailing for France

Urges Strict Economy

City Family Accepts Dictum as Meaning Mayor Will Run for Governor

By Forrest P. Hull

Mayor Curley will never again seek the office of mayor. This was his announcemene today as he addressed his official family, sixty or more heads of departments, as they sat in the large room on the fourth floor of City Hall, in monthly conference. The mayor was happy on the eve of his sailing for Europe, as guest of the French Government at the opening of the Colonial Exposition in Paris. He had just been presented with his credentials as honorary member of the Ancient and Honorable Artillery Company.

"I have passed through three serious business depressions as mayor of Boston," Mr. Curley announced. "The first was in 1915, the second was in 1921 and the third is now passing. They were trying times. I shall never be a candidate for mayor again."

The statement was apparently without previous reflection, and it was particularly significant in that the mayor had given no such intimation in any of his private audiences with newspapermen since he was elected for the third term a year and a half ago. His words came naturally in the midst of a speech in which he was extolling the work of the Public Works Department in its dispensing of relief to the poor to the extent of $500,000 per month and urging the officials to be as economical as possble in order that the public welfare work might go on with all possible financial encouragement.

Naturally, within a few minutes after the mayor had made his political announcement, the word spread quickly through the ancient City Hall and the modern Annex. Even before the department heads ha dreturned to their respective decks their subordinates were discussing the mayor's future political possibilities, and trying to recall any recent occasions when the mayor had hinted that he would leave the mayoral chair next year to seek the Democratic nomination for governor. There were illuminating hints to recall, but no formal or informal statements.

But, as a matter of fact, the mayor has for months impressed his closest intimates with the feeling that he would be found in the gubernatorial race next year, even though Governor Ely decided to seek a second nomination by his party. None of the mayor's friends expect that Governor Ely will be satisfied with a single term, but they assert with emphasis that Mr. Curley has done nothing to date to embarrass the governor and will do nothing as the months go by. They believe that the governor must rise or fall upon his own record and assert that he has been wise enough to do nothing, so far as Boston is concerned, to alienate the good will of the citizens.

No Help from Donahue

If Mayor Curley shies his hat into the gubernatorial ring, he will do so with full knowledge of the opposition of the Democratic State Committee, headed by Frank J. Donahue. The mayor and Donahue have been political enemies for years. The enmity was increased during the presidential campaign while Curley was campaigning for Governor Smith in the old Young Motel dining room, independently of the plans of the State machine Donahue and Governor Ely are close friends and it is asserted that the former has such a strong hold on his associates in the committee that Curley would be able to make no headway with them individually.

But Mayor Curley never depended upon the Boston Democratic City Committee for his victories, either as member of the old Common Council, the City Council, the (Board of Alderman, Congressman or as mayor. He had many an opportunity to control the committee through the years, but the only political organization which he desired to cultivate was the Tammany Club of Roxbury, which he founded and which he has kept running for many years. Nor has the mayor ever sought the support of such leaders as the late James Donovan, former Mayor John F. Fitzgerald or Martin M. Lomasney. He has depended upon appeal directly to the people for his support and he has, with one notable exception, been successful.

Department heads who left the City Hall chamber after the address of the mayor uniformly expressed their belief that he was sincere in what he had said. Some of them admitted that he had told them from time to time that three four-yea rterms were enough for any mayor and that the duties were becoming so irksome that perhaps few men could stand the strain, even though four years must elapse, by provision of the city charter, before a mayor can return to the chair.

These department heads also admitted that they had felt, from hints here and there, that Mr. Curley would soon make the announcement that he would seek the gubernatorial chair next year. In the City Council session of yesterday afternoon, Councillor Kelly of Dorchester declared, in a fiery speech, which was applauded by the gallery, that the mayor was without doubt planning his gubernatorial campaign, and with the hope that Lieutenant Governor Youngman would be his Republican opponent. The exchange of "courtesies between the mayor and Mr. Youngman over the mayor's deliberate failure to include the lieutenant govern in the list of invited guests for the banquet in honor of the Japanese visitors, was cited as a most significant indication that politics was behind it all.

Extolled Public Welfare

For more than half an hour the mayor spoke to the city officials today, devoting most of the time to a discussion of the public welfare department which had been under fire. He declared that the costs of operation had decreased more than $90,000 in the last four weeks and expressed his belief that the turning point of the business depression could be regarded as a month since. He asked his official family to suggest means of increasing the municipal revenue and announced that he would soon appoint a commission to make new schedules of fees for the registry of deaths and marriages, the probate, land and divorce courts. He spoke of the report just received from an investigation of the welfare department by social workers as indicating that the department had operated in a most enviable manner.

Mayor Curley wore the badge which had been presented to him a short time before in token of his admission into the Ancient and Honorable Artillery Company, and told the department heads of his profound appreciation of honorary membership in the oldest military organization of the country, and of the fact tha tonly four other men hold similar honorary membedships—Former President Calvin Coolidge, Major General B. P. Buck, the King of England and Lord Denbigh, commander of the English organization. A delegation of fifty members of the Boston command had called on the mayor at noon for the ceremony of presentation. Major James W. H. Myrick presented the diploma and Captain William McKenna pinned the badge on the mayor's lapel.

In his parting salute, Mayor Curley told his audience that he would present their respects to the King of England, President Cosgrove of the Irish Free State, the president of France and Mussolini.

Post 5/5/31

TAX ASS'N IS DENOUNCED

Curley, Twohig, Donovan Reply to Statement

Vigorous denunciation of the Massachusetts Tax Association for its appeal for postponement of the old-age assistance act and its criticism of expenditures by the city and State for relief of unemployment came yesterday from Senator Twohig of South Boston, Mayor Curley and City Councillor Timothy F. Donovan of East Boston.

Twohig decried the suggestion of the tax association that if the old-age pension measure is to be put into operation it should be financed by a $3 poll tax on men and a $2 poll tax on women. As a substitute for that method of financing the South Boston Senator proposed that the pension plan be financed through an increase in taxes on all incomes amove $10,000 a year, as well as an increase on inheritance and estates taxes.

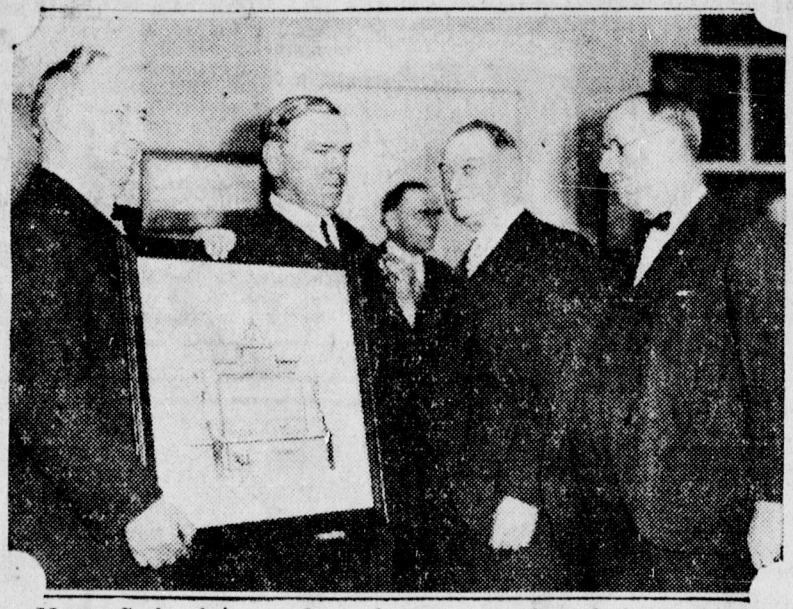
Mayor Curley charged that the tax association, in its criticism of the city's proposed expenditures for improvement at the East Boston airport, the construction of a shore boulevard at East Boston and other developments has failed to take into account that by such propositions the city had been able to finance the largest unemployment relief situation in its history through less increase in the tax rate than had been possible in other cities of the country.

City Councillor Donovan defended the proposed expenditure of $1,000,000 for the East Boston strandway and criticised Alexander Whiteside, former corporation counsel and vice-president of the tax association, for his objection to that expenditure.

TRAVELER 5/5/31

TRANSCRIPT 5/5/31

Mayor Curley Becomes Member of Ancients



Mayor Curley being made an honorary member of the Ancient and Honorable Artillery Company. Left to right, Maj. James H. W. Myrick, Mayor Curley, Capt. William N. McKenna and Capt. Francis S. Cummings.

Now in Group with King George, Lord Denbigh, Calvin Coolidge

Mayor Curley became a full-fledged honorary member of the Ancient and Honorable Artillery Company today. He received not only the badge of membership, but a framed certificate which places him on a parity with the four living honorary members of the company, King George of England, Lord Denbigh, commander of the Ancient and Honorable Artillery Company of London; Calvin Coolidge, and Maj.-Gen. Beaumont B. Buck, U. S. A., retired.

PRESENTATION AT CITY HALL

As Capt. William N. McKenna pinned the badge upon the lapel of the mayor's coat, he suggested that during his coming visit to England he seek out the lord mayor of old Boston, England, escort him to Buckingham Palace, and gain entrance by displaying the badge.

A delegation of members of the Ancients witnessed the presentations in the mayor's office. Capt. Francis S. Cummings, commander of the company, presented Maj. James H. W. Myrick, who awarded the certificate of membership after lauding the mayor for his unflagging and deep interest, both in and out of office, in the Grand Army veterans, the Spanish war vets, the world war vets, and the citizens' military training camp.

POST 5/5/31

CITY HALL NOTES

Criticism of the official reception granted to the Prince and Princess Takamatsu here recently was voiced in the City Council yesterday by Councillor Clement A. Norton of Hyde Park, who charged that the city spent $8000 on the demonstration and insisted that $2500 would have been enough.

* * * *

Mayor Curley will appeal to the legislative ways and means committee tomorrow for authority to expand the Suffolk County court house on Pemberton Hill for the purpose of relieving the congestion which has been the subject of protest for the past decade.

* * * *

Hundreds of City Hospital employees were disappointed yesterday when they waited at City Hall in vain for their pay envelopes until after the treasurer left for home at 5 o'clock. But the money will be ready for them today when the hospital will go back to the Tuesday pay day.

Rush of work prevented the municipal clerical force from getting the payroll out on the first day of the work week, it was explained by City Treasurer Edmund L. Dolan, after trying out the Monday pay day for a short period, so the hospital will go back on the Tuesday payday.

Curley Sees No "Reckless" Outlays

With the statement that "sane spending is intelligent economy," Mayor Curley replied to the protest of the Massachusetts Tax Association in which the words "reckless and needless extravagance" in building and construction projects were used.

"It is unfortunate that the Massachusetts Tax Association, in a recent statement, deemed it expedient to apply the term 'reckless and needless extravagance' to certain building and construction projects advocated by officials of the city of Boston, in an attempt to relieve existing unemployment," the mayor said. "In one breath the commission labelled the project in question as being vain and superfluous and charged the officials concerned with carelessness and thoughtlessness. It is to be hoped that such a careless and far wide-of-the-mark statement will not bind the citizens of the community to an intelligent consideration of the true facts.

"An excellent presentation of such facts is to be found in a report received by me today, from the social agencies of the city, relative to the work of the public welfare department. The report contains the following significant statement, 'It is worth noting, however, that the rise in Boston's relief for this period (January, 1930—February, 1931) would have been somewhat over $700,000 instead of $578,000.'"

"The difference between the two figures used in this statement is approximately $125,000 for one month, or, on the basis of a year, $1,500,000. In other words, if the relief had followed that displayed throughout the country, it would be necessary to provide by direct taxation in addition to what already has been provided in the budget, an amount equivalent to an increase in the tax rate of seventy-eight cents."

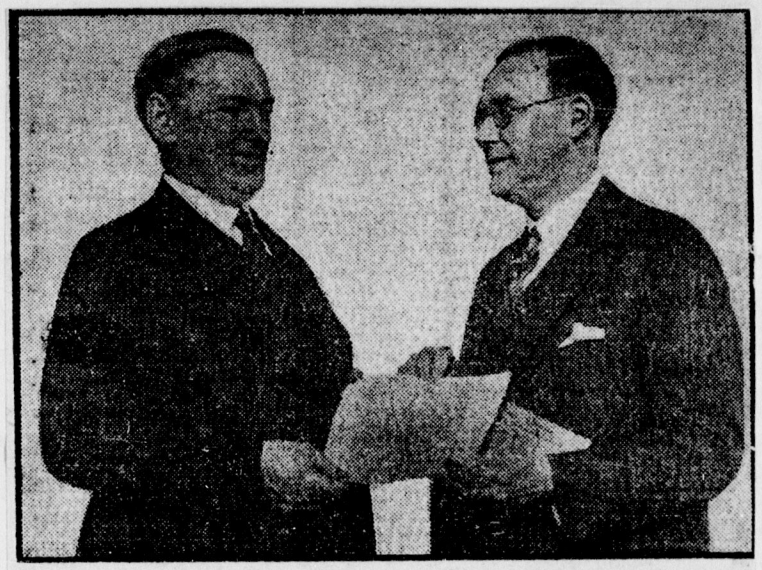
Curley Moves to Widen Cross Street

As the first link in the proposed downtown central artery, Mayor Curley has taken steps to widen Cross street, from Hanover to Mercantile street, at a cost of $1,000,000. At a conference with property owners he informed them that the city would purchase their holdings at the assessed valuation, plus 10 per cent. The money will be taken from the fund of $16,000,000 allowed by the Legislature for the construction of the East Boston traffic tunnel. This act authorized the city to construct street widenings within 1000 feet of the tunnel entrance at Cross and North street.

Because of the price of the contract for the actual construction of the underwater tube the city will have available a sufficient balance to make widenings for the relief of congestion near the tunnel entrance.

RECORD 5/5/31

TRANSCRIPT 5/5/31



H. Ainsley Highman, right, general agent for the French Line, is shown at City Hall yesterday as he presented Mayor James M. Curley with tickets for the latter's trip abroad. His Honor will sail for Europe on May 8 aboard one of the French Line's luxurious steamers.

GLOBE 5/6/31

N. E. CHINESE BUSINESS DIRECTORY ISSUED

Lists Some 8000 Persons—Gov Ely and Mayor Curley, Whose Pictures Are in It, Receive Copies

Gov Ely and Mayor Curley yesterday received in the mail complimentary copies of the latest edition of the Chinese business directory of New England, and both officials were flattered and amused to see their names in Chinese in captions for the published portraits of both in the volume.

Wong C. Poy, leading Boston Chinatown merchant, assembled the material for the directory. There are some 8000 Chinamen in New England, and the business enterprises are listed by States.

Of this total about 4500 live in Greater Boston, and Mr Poy says there are approximately 3000 Chinamen, 1000 children and 150 Chinese women. There are about 200 Chinese families in Boston's Chinatown, Harrison av, Beach, Tyler, Oxford and Hudson sts, in what used to be Irish residential territory, called the Old South Cove.

The Chinese people are proudest of their numbers in New England educational institutions, and the names of the Chinese students at Harvard University and Massachusetts Institute of Technology are listed in the directory. There are 80 at Harvard and 35 at Tech, as well as other smaller groups at Boston and Tufts Colleges, Radcliffe, Wellesley, Smith, Mount Holyoke and Yale Colleges, to say nothing of those in fine arts and music schools.

There are 70 Chinese restaurants in Massachusetts, of which 40 are in Boston. There are some 1500 hand laundries, conducted by Chinamen in Greater Boston, a little less than half of which are scattered throughout the city proper. Then there are four wet-wash laundries in Boston, conducted by Chinamen who have learned machine processes.

Chinamen began to migrate to the United States to join the California "gold rush" in 1849, the volume tells, but the first Chinamen to arrive in Boston came in 1868.

These Chinamen were members of a diplomatic mission, but a few years afterward their humbler countrymen made their way East to Boston. At the visitation of the official delegation, Mayor Shurtleff tendered them a dinner in the old St James Hotel (now the Franklin Square House), which was, at that time, Boston's finest hotel, centered in what was the city's best residential section, prior to the filling in of what was to be the Back Bay, reclaimed from what was the Charles River. At this dinner Gov Bullock, Senator Charles Sumner, Dr Oliver Wendell Holmes (father of Justice Holmes) and Ralph Waldo Emerson welcomed the visitors.

While most of the Chinamen at present in Boston have come by way of the Golden Gate, numbers have come, and are coming, through Canadian ports and by way of Seattle, Wash. The Greater Boston Chinese population has about doubled in two decades, Mr Poy asserts.

Council in Parting Flings at Curley

During a lively session of the City Council yesterday, several parting flings were hurled at the mayor, first with the charge of extravagance in connection with the Strandway improvement in East Boston, next in reference to the expenditure of more than $4000 for the entertainment of the Japanese visitors and later in refenence to the report that the mayor is cmapaigning for the Democratic gubernatorial nominatino.

Councillor Norton classed the East Boston work as a luxury in view of the fact that in his district there are streets impassable to children, fire apparatus and ambulances. Councillor Dowd charged that the mayor had notified heads of departments not to send to the office of Acting Mayor McGrath any contracts during the mayor's absence abroad, and the Council passed the order asking department heads to do business as usual.

Another order by Councillor Dow was for the mayor to request the overseers of the Public Welfare Department to dsicontinue buying coal in small lots, which was passed, as well as another order that the overseers discontinue giving needy persons orders on a certain chain store company.

Councillor Norton submitted an order, which was passed, asking that the superintendent of supplies be requested by the mayor to strike from the list of competitive bidders the name of any individual or company convicted of giving the city short weight. It was Councillor Kelly who charged that the mayor, in going abroad, was running away from criticism. He charged also that the mayor had a fund of $100,000 to assure Lieutenant Governor Youngman of the Republican nomination for governor; that Mayor Curley would try and defeat Governor Ely for the nomination and expected to find Youngman easy to beat for governor.

HERALD 5/5/31

MAYOR ANSWERS TAX ASS'N BLAST

Calls Sane Spending Intelligent Economy—Cites Benefits

3 COUNCILMEN BACK RATE GROUP ATTACK

The Massachusetts Tax Association was yesterday assailed and defended at City Hall because of its criticism of "reckless and needless extravagance" in building and construction projects advocated by Mayor Curley.

The mayor answered criticism of his judgment with the declaration that "sane spending is intelligent economy" and referring to the East Boston Strandway and the South Bay reclamation projects asserted that their cost, without considering the benefits to accrue to the city, is no justification for the tax association to criticise and decry the projects.

ASSOCIATION CHALLENGED

In the council, Councilman Timothy F. Donovan of East Boston challenged the ability of the officials of the tax association to pass expert judgment on the need of the proposed strandway. One of his retorts was that the association officials, if "the projects should be placed in the category of tax abatements could qualify as experts." He accused the association of unfairness in attempting to crystallize legislative sentiment against the strandway.

Councilman Clement A. Norton of Hyde Park expressed accord with the views of the association and Councilman John F. Dowd of Roxbury, who was joined by Councilman Francis E. Kelly of Dorchester, asserted that the attempts to justify the orgy of spending by the claim of alleviating unemployment were "hokum and buncome." The three councilmen agreed that the association criticism was sound.

CURLEY'S REPLY

The answer of Mayor Curley read in part:

It is unfortunate that the Massachusetts Tax Association, in a recent statement, deemed it expedient to apply the term "reckless and needless extravagance" to certain building and construction projects advocated by officials of the city of Boston, in an attempt to relieve existing unemployment. In one breath the commission labelled the project in question as being vain and superfluous and charged the officials concerned with carelessness and thoughtlessness. It is to be hoped that such a careless and far wide-of-the-mark statement will not blind the citizens of the community to an intelligent consideration of the true facts.

An excellent presentation of such facts is to be found in a report received by me today, from the social agencies of the city, relative to the work of the public welfare department. This report contains the following significant statement, "It is worth noting, however, that the rise in Boston's relief for this period (January 1930—February 1931) would have been somewhat over $700,000 instead of $578,000."

The difference between the two figures used in this statement is approximately $125,000 for one month, or, on the basis of a year, $1,500,000. In other words, if the trend of Boston's expenditures for relief had followed that displayed throughout the country, it would be necessary to provide by direct taxation, in addition to what already has been provided in the budget, an amount equivalent to an increase in the tax rate of seventy-eight cents.

AIRPORT PROJECT STRIKES A SNAG

Council Refuses to Rush Big Expansion Loan

Opposition in the city council, as yet only remotely threatening the passage of the $1,250,000 loan order for the development of the airport and its extension to Governor's island, developed yesterday and thwarted the attempt to couple acceptance of the recently enacted legislative act empowering the expenditure with a first reading of the loan order.

There is opposition, also, to the $1,000,000 East Boston Strandway project, and the reaction in East Boston favors the rejection of the airport extension plan if preference must be shown to one of the projects.

Mayor Curley submitted the airport legislative act to the council, along with a loan order, and recommended acceptance of both.

Councilman Laurence Curtis, 2d, objected to such rapid consideration of such an expensive project and without protest the council sent both matters to the committee on finance.

Councilman Curtis was likewise disposed to call for delay in the acceptance of the street reconstruction act, which authorizes the borrowing of $1,000,000, half within and half outside the debt limit, but when representations were made that the money is urgently needed to finance the street program, he withdrew his objection.

The municipal employment bureau struck stiff opposition to the effort of Mayor Curley to have $30,000 transferred from the reserve fund to provide for the maintenance of the bureau for the remainder of the year. Several weeks ago the council cut a $35,000 recommendation of the mayor to $5000. Yesterday $10,000 was transferred after an effort to have the entire amount set aside was defeated.

AMERICAN 5/6/31

POLICE KEEP UP CITY 'TAG' WAR

Paper and cardboard shots in the auto tag war became very confusing indeed today what with conferences and battlers for the tagged ones being tagged themselves.

It all grew out of two summonses to appear in court on parking charges being issued against Joseph Fucillo, of 19 Fleet st., North End, an investigator for the city law department, and Corporation Counsel Samuel Silverman's assertion that he would nol pros the summonses.

Today, therefore, Asst. Corporation Counsel Julian Rainey went to the courthouse and conferred with Court Clerk Edward J. Lord on the two summonses.

Rainey left some time later without exercising the nol pros privilege claimed by the corporation counsel's office.

When Atty. Rainey got back to the law department it was only to learn that, in the interim, Fucillo had received a third summons on a third parking charge—and now, of course, had three instead of two.

The assistant corporation counsel was still pondering heavily over this when he himself received a summons to court to answer a parking charge.

That was all there was stirring today in the tag war—but that was plenty, for the law department, which charges that police are persecuting the department members.

City to Raze Shacks Near Arboretum

A group of dilapidated buildings adjoining the entrance to the Arnold Arboretum in West Roxbury will be removed at a cost of $150,000 and one of the most unsightly spots in the Boston park system wiped out, Mayor Curley announced today.

Decision to acquire the property and beautify the spot was arrived at by the mayor at a conference with the members of the street commission and Chairman William P. Long of the park commission.

RECORD 6/6/31

Councilor Dowd Asks City Welfare Shakeup

The startling charge that the city was being looted of $75,000 yearly by the Overseers of the Public Welfare and that 80 per cent of the visitors were inhumane to poor dole seekers, was made yesterday by Councilor John F. Dowd of Roxbury at a meeting of the Common Council.

Dowd also demanded that the Overseers of Public Welfare Department be reorganized and all incompetent welfare visitors fired.

His accusations fell like a bombshell in the meeting as he specified case after case of poor alms seekers who were alleged to have been treated with cruelty, slurs and brusqueness when they called for the dole that would keep them and their families from privation.

The allegations were hurled at the department by Dowd when two letters from Simon E. Hecht, chairman of the welfare department, in answer to recent criticism leveled at his branch were read.

The council recently had called on the welfare board to reveal what it paid for coal and to whom it delivered it. It was charged persons who did not ask for coal and others who lived in steam-heated flats and rooms received coal, while those who needed it were in some cases kept without it.

John F. Dowd

In his letter Hecht stated coal was delivered to persons on recommendation of its visitors and that $16.50 a ton was paid for it.

Dowd then took the floor and launched his tirade. He revealed that Philip A. Chapman, superintendent of supplies for the city, paid $12.28 a ton for coal, with $1.50 added for labor when it was packed in 100-pound bags.

Dowd charged that the difference betweeen what the board paid for coal and what it could be bought for resulted in a loss to the city of $75,000 annually. Referring to the visitors who are assigned to districts and investigate cases among the poor, Dowd said:

"Eighty per cent of the visitors should be discharged. There never was such an inhumane lot on the city's payroll. They are unfair and slanderous to poor persons, who should be treated with respect and kindness."

Citing instances of cruelty to dole seekers, Dowd told of the case of a mother of seven children whose husband was injured in an accident and couldn't work. He charged the overseers cut her off from further relief and threatened to arrest her for larceny because a group of boys in her vicinity had raised $200 as a Christmas gift for her family.

HERALD 5/5/31

ASK FULL POWER FOR M'GRATH AS CURLEY LEAVES

Councilmen Request Mayor To Notify Department Heads

EUROPEAN TRIP STARTS THURSDAY

Tour Will Include Dublin, Galway, Paris, Rome— Back June 16

The city council took formal cognizance yesterday of the scheduled departure, Thursday, of Mayor Curley on a vacation trip to Europe which will extend until June 16, by requesting him to instruct all department heads to recognize Acting Mayor Joseph McGrath.

The charge by Councilman John F. Dowd of Roxbury that orders have been issued to department heads to refrain from transmitting matters of official business to the acting mayor, and the assertion that specific instructions have been given that no more contracts will be awarded until the mayor's return, enlivened the council session.

The council passed Dowd's order without debate. He declared that the mayor's absence should not interfere with the orderly progress of municipal business and that necessary contracts for street reconstruction should not be pigeon-holed until the European vacation jaunt is ended.

QUESTION OF SCOPE

Absence of Mayor Curley from the city and country for a period of six weeks had previously raised the question of the scope of the authority of Acting Mayor McGrath and had led to a search of the city charter to discover the specific provision covering the situation.

Under the charter only matters which are considered urgent, and upon which action should not be delayed, are submitted to the acting mayor, but in a broad interpretation of the charter provision, the absence of the mayor from the country confers on his substitute many of the important mayoral prerogatives. It is stipulated that the city clerk, the corporation counsel and the chief clerk of the mayor, who ordinarily handles official business matters, shall constitute the board clothed with power to determine the urgency of any business requiring the formal approval of the mayor.

President McGrath of the city council declared after action had been taken on Dowd's order that he was not ambitious to pass official judgment on matters not of an emergency character and that he did not apprehend that substituting for Mayor Curley would be productive of any entanglements with department heads or other persons.

WILL LEAVE THURSDAY

The mayor will leave for New York Thursday morning. He will be accompanied by City Treasurer Edmund L. Dolan, his companion in the occupancy of the presidential suite on the French line steamship France and by Miss Mary Curley and Miss Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr. An appointment in New York Thursday evening with Philip Heiniken, president of the Hamburg-American steamship line, will result in a discussion of the advisability of the establishment of a regular four-day trip across the Atlantic between Boston and Europe.

HERALD 5/5/31

NORTON CHARGES CITY IS LOSER ON COAL AWARD

Head of Winning Firm Brands "Short Weight" Accusation False

HAS LONG GIVEN SERVICE, HE SAYS

Supplies Supt. Defends Him—Mayor Asked to Kill Compact

The city council yesterday asked Mayor Curley to abrogate business relationships between the city and the Standard Coal Company of which Max Kline is president and treasurer, after Councilman Clement A. Norton of Hyde Park had alleged that both Kline and the company have been prosecuted in Boston courts for "short weight" in deliveries.

On Saturday the Standard Coal Company was awarded the major share of the contract for supplying municipal departments with coal for the coming year. The money involved is approximately $300,000.

In his attack on the company and Kline, Norton charged that Kline appeared in the Dorchester court March 8, 1922, in a short-weight case; that Dec. 28, 1923 he was fined $25 in the municipal court and that Oct. 15, 1926, the Standard Company was charged with "short weighting" the city 3600 pounds in a delivery of 17,600 pounds of coal to the Grant school.

ANSWERS ATTACK

In reply to the attacks of Norton, who read a prepared statement at the council meeting, Philip A. Chapman, superintendent of supplies, said last night, that Kline is merely a representative of a large independent coal concern, which has not been able to establish an agency in Boston, has been repeatedly investigated during the last two years, but that in no instance has any evidence of short weight been discovered.

"James A. Sweeney, sealer of weights and measures, has repeatedly stopped Kline's trucks on the streets and in every case the load has been overweight. I must admit that I have never received any information about criminal action against Kline. I do not remember who put up the check which was filed with the bid of the Standard Coal Company this year, but I know that last year the check was filed by the Pennsylvania coal concern. I have never received any complaints against Kline."

At his home last night Mr. Kline made the following statement to The Herald:

Those charges are absolutely false. I was in court on only one occasion, 1923. I paid a $25 fine for short weight. I was in New York the time of the offence and it resulted from the mistake of a new employe who had been weighing coal but a short time, unknown to me.

This particular contract has gone to my company for the past 10 years. I have received many other city contracts and also of the state. We're checked often without knowledge by the state and city sealers and I have never been reported.

Councilman Norton said before the council:

A few days ago the press carried stories sent out from City Hall, stating that through open, fair competitive bidding, the city was to save $22,000 in the purchase of approximately 66,200 tons of coal for $405,427.

I was interested to know that we were to have fair bidding at City Hall, open to every citizen. Undoubtedly, these statements to the press about the fairness in the letting of the coal contracts were inspired by my statement at the last council meeting to the effect that the state of Massachusetts a few yards up School street, was buying its tires and tubes, for a year, at less than one-half what the city was paying. The state has almost double the number of automobiles as has the city and covers the entire commonwealth—not just the city of Boston as do city cars. Yet with double the number of automobiles and a greater area to cover, the state buys its tires and tubes for less than one-half what the city pays in a year.

However, I was gratified to learn that the coal contract was given out fairly until it was brought to my attention that the concern which is to supply the city with over $300,000 worth of coal, the Standard Coal Company, of which Mr. Max Kline is president and treasurer, had accepted the contract at a price so low that no reputable coal company in Boston had a chance. Companies with wharves, their own vessels and other equipment on which they pay taxes in Boston, enabling them to quote a very low price—found that they were not low enough—that Max Kline had underbid them.

Reputable Boston coal concerns, some of them even owning mines, have been at a loss to know how Mr. Kline could quote such a low price.

On March 8, 1922, Max Kline pleaded "nolo" to a charge of short-weighting 975 pounds of coal out of a supposed or alleged delivery of 6600 pounds, before the late Judge Churchill in the Dorchester court.

On. Dec. 28, 1923, Max Kline, president and treasurer of the Standard Coal Company, who is to supply the city with over $300,000 worth of coal this year, was fined $25 for having a shortage in weight of 1130 pounds of coal, out of an order calling for 9,250 pounds before Judge Bolster in the Boston municipal court.

As late as Oct. 15, 1926, the Standard Coal Company of which Max Kline is president and treasurer, was found guilty of "short-weighting the city of Boston, 3600 pounds of coal out of an order of 17,600 pounds that he was delivering to the Grant School, in the West end section of Boston.

I want to see the day come when every Boston boy working for a business concern; when every citizen of Boston, will be treated fairly.

In this case, the reputable coal dealers of Boston, who are able to under-bid Mr. Max Kline every place except in the supply department at City Hall, ask why, and they are entitled to know.

I ask the purchasing agent, through his honor, to strike the name of Max Kline and the Standard Coal Company from the city lists.

WOULD RESCIND ORDER ON POLICE STATIONS

Discovery that Police Commissioner Hultman cannot exercise any authority in the construction of police stations or a police garage at the Brighton station led Mayor Curley to ask the city council yesterday to rescind orders placing $700,000 at the disposal of the commissioner for two new stations, and $25,000 for the Brighton division garage.

The superintendent of buildings is clothed with authority to supervise the erection of public buildings, and as far as police stations are involved the extent of the commissioner's power is to recommend sites.

Councilman John I. Fitzgerald became inquisitive when the request for the rescinding of previous council orders was made by the mayor. At his request the council deferred consideration for a week. Fitzgerald is interested in the postponement for a year of the erection of a new Joy street station and the diversion of money appropriated to a new building in North square to house the Hanover street division

HERALD 5/6/3

Curley Breaks Ground for Terminal Theatre

Mayor Curley using a steel drill today to start the construction of the Terminal Theatre to be erected in the concourse of the South station.

Work Officially Starts on Movie House in South Station Concourse—To Be Only One of Its Kind in World

Mayor Curley broke ground today for the construction of the Terminal Theatre to be erected in the concourse of the South station. Among those present were Arthur Russell, vice-president of the N. Y., N. H. & H. railroad; H. M. Biscoe, vice-president of the Boston & Albany; William H. Wright, assistant to the president of the Boston Terminal Company, and Chief Engineer Tuttle.

The new theatre is the first to be operated in a railroad station. Joseph M. Levenson motion picture and theatrical magnate, is at the head of the new enterprise. Associated with him is Max L. Levenson, former member of the state attorney-general's office; N. Sallinger and N. Thomson.

The theatre will have a seating capacity of 600, extending from the back wall to track 27. It will have the most modern picture and talkie apparatus. The interior will be in the modern manner of design. The theatre's policy will be news reels and short subjects and will be open to the public from 8 A. M. to midnight at popular prices.

There will be an elaborate lounge and smoking room for women. Construction work is in charge of J. M. and C. J. Buckley, under supervision of Warren Rauch. The architects are Hendricks & Hayward.

AMERICAN 5/6/31

HIGGINS, 'SALLY' HEAD, VISITOR IN BOSTON

"Army's" London Official Is Accompanied by His Wife; Here for Two Days

Gen. Edward J. Higgins of London, head of the entire Salvation Army organization, arrived here today for a two days' visit in connection with his tour of the United States. He was accompanied by his wife.

The London chieftain was met at South Station by a delegation headed by Col. Joseph Atkinson, head of the organization in New England.

Others in the welcoming party included Edward P. Barry, former lieutenant-governor, representing Mayor Curley; J. A. Moriarty, president of the Boston Central Labor Union; Mary E. Gallagher of Suffolk County Mothers' Club; Rev. Dr. George L. Paine, executive secretary of Greater Boston Federation of Churches, and Mrs. George F. Fearing, chairman of the women's committee and member of the advisory council.

In Tremont Temple tomorrow evening Gen. Higgins will speak on "The Army's Message and Work." He also plans to attend the annual meeting of the Greater Boston advisory board tomorrow.

In addition to his wife, Gen. Higgins is accompanied by Col. Joseph Pugmire and Comdr. John McMillan, commander of Eastern territory.

A blackthorn stick from County Waterford, Ireland, was Mayor Curley's gift today to Gen. Higgins of London, who called at City Hall with Mrs. Higgins and a score of officials of the "Sallies" from this vicinity.

Mrs. Higgins was given a gold paperweight. The mayor praised the work of the "Sallies"

Globe 5/6/31

WORK BEGUN ON THEATRE IN SOUTH STATION

Mayor Curley Operates Drilling Machine—To Run Short Features

MAYOR CURLEY STARTING WORK ON THE SOUTH STATION THEATRE

With a compressed air drilling machine, Mayor James M. Curley this morning began operations on the construction of the first Terminal Theatre, to be erected in the concourse of the South Station.

Wearing a pair of cotton gloves, the Mayor lifted the drilling machine, and began boring a hole in the side of the South Station. Having started operations, he shut off the machine and gave a bow to the audience.

Among those present were Arthur Russell, vice president of the New Haven Railroad; William H. Wright, assistant to the president of the Boston Terminal Company; Chief Engineer Tuttle, executives from operating and architectural companies sponsoring the enterprise; Joseph M. Levenson, motion picture and theatrical magnate, who is president of the new corporation; Max L. Levenson, former member of the Attorney General's office; N. Sallinger, N. Thomson, Henry C. Attwill, chairman of the Public Utilities Commission; Gen Edward L. Logan and Fred Mougey.

The new theatre will seat 600, and will extend from the back wall to track 27. It will be equipped with the most modern and finest picture and talking apparatus. The interior will be in the modern manner of design. The theatre will be devoted to news reels and short subjects, and will be open from 8 a m until midnight at popular prices. An elaborate lounge for women, with a smoking room, will be features of the new house, and the 3,500.000 commuters and travelers who pass the station every month will have the theatre's facilities at their disposal. J. M. and C. J. Buckley, Boston contractors, are doing the building under supervision of Warren Rauch. Architects are Hendricks and Hayward, the latter a former associate of Thomas W. Lamb, one of the country's leading theatre architects.

Traveler 5/6/31

WIDE-OPEN ROW ON CITY TAGGING ISSUE

Court Summons Out for Silverman's Aide

The controversy between Corporation Counsel Silverman and Police Commissioner Hultman over the tagging of cars of investigators in the employ of the city legal department, parked in front of the city law offices on Beacon street, broke wide open today.

Julian Rainey, assistant corporation counsel, through whom it had been announced that the corporation counsel would ask that such cases be nol-prossed, conferred with Clerk Edward J. Lord of the municipal court today and learned that a summons had been issued for himself, Rainey, to appear May 28.

Rainey also learned that a third complaint against Joseph Fucillo, an investigator, had been issued and that he is to be summoned to appear on the same date. Two other complaints against Fucillo call for his appearance on May 20 and May 22.

Officer Thomas Conboy of the Joy street station is the complaining officer.

ROAD TO AIRPORT TO COST $600,000

Mayor Also O K's Centre and Morton Streets Plans

Three major street improvements were authorized today by Mayor Curley. The most costly is the widening of Porter stret, East Boston, from the portals of the proposed East Boston vehicular tunnel direct to the airport. This will cost $600,000 and when completed will afford an 80-foot highway direct to the flying field.

He also authorized the taking of several parcels of real estate immediately adjacent to the Arnold Arboretum administration building on Centre street, Jamaica Plain. This was done to provide a more beautiful approach to the Arboretum and to widen Centre street at that point.

A new bridge on Morton street on the east side of Blue Hill avenue was also authorized. The present bridge over the New Haven tracks is narrow, and acts as a bottle-neck to impede traffic. The bridge will cost $70.000.

TRANSCRIPT 5/6/31

Unique Enterprise Planned at the South Station. Large Group of Commuters and Officials of the New Haven Railroad and the Theaters Watch Initial Step of Breaking Through Solid Granite Wall, Dorchester Avenue Side

HANDLING an electric drill, which was steadied by two laborers, Mayor Curley today started the construction of the projected Terminal Theater, just off the concourse of the South Station. It was necessary to break through the solid wall of the station, Dorchester avenue side, to provide a doorway, and it was there that the mayor was stationed as the movie and still cameras recorded the scene.

Mayor Curley drove to the station with Lieutenant General Edward L. Logan and City Treasurer Edmund L. Dolan, and was greeted by Arthur Russell, vice president of the New Haven, H. M. Biscoe; vice president of the Boston & Albany Railroad, William H. Wright; assistant to the president of the Boston Terminal Company, Chief Engineer Tuttle, and others.

The new theater will be the first of its kind in the United States, and is to be operated by the Terminal Theater Company. Joseph M. Levenson, motion picture and theatrical magnate, heads the new enterprise, and associated with him will be Max L. Levenson, former member of the attorney general's office of Massachusetts; N. Sallinger and N. Thompson. Joseph Levenson at present operates a chain of New England theaters, and was one of the group who built the Strand Theater in New York, the first of the de luxe moving picture palaces in the country.

The new theater will have a seating capacity of 600, extending from the back wall to track 27, and will be equipped with the most modern and finest picture and talking apparatus. The interior will be in the modern manner of design. The theater will be devoted to the showing of news reels and short subjects and will be open to the public from 8 A. M. until midnight. An elaborate lounge for ladies, with a smoking room for their convenience, will be one of the features of the new house, and commuters and travelers, numbering approximately 3,500,000 every month, will have the facilities of the theater at their disposal.

Construction work is in the hands of J. M. & C. J. Buckley, Boston contracting firm, under the direct supervision of Warren Rauch. Architects are Hendricks & Hayward.

City to Take Small Jamaica Plain "Village"

Seven Houses and Land Needed for Center St.-Porter Street Authorized

Another chapter in the Center street boulevard history was written into the official records today by Mayor Curley, members of the street commission and Park Commissioner William P. Long, when it was decided to take by eminent domain the pretty little village on the southern approach to Center street from the Arborway, in order to provide a sweeping portal for the widened thoroughfare.

This "village" is an old settlement, at least two of the dwellings having been built long before the annexation of West Roxbury to Boston and appearing on the map drawn in 1873. The oldest estate is that belonging to the heirs of William H. Homes, at the corner of the Arborway and Center street, and containing a fine old mansion, a large barn and nearly an acre of land. The Arborway frontage is owned by Carrie S. Murray in three parcels. Other property owners are William H. and Rose Ring, Charles P. Matthews and Herman N. Haas.

Though this large taking, which according to the mayor will mean an outlay of at least $150,000, has been in the minds of the street commission's engineers, the plans for a wider Center street have been in the making for so long a period that the residents of the "village" had begun to experience a strong feeling of security. But Mayor Curley has always felt that as the "village" provided so unsightly an area for the entrance to the Arnold Arboretum, its extinction should be seriously considered at some time. Today the mayor referred to it as "the most unsightly part of the entire park system."

Plans for Center street are really progressing now and it is expected that they will be ready for the mayor on his return from abroad. Still another engineering change has been authorized to avoid a sweeping curve in the vicinity of the ledge of the Rowe Contracting Company. The new line will pierce the ledge property.

Two other street projects were authorized by the mayor today, one for the widening of Porter street, East Boston, this providing an eighty-foot highway from the tunnel to the Airport, for which the cost will be $600,000, and the other providing for a change in grade and a widening of Morton street, near Police Station 19, preparatory to the reconstruction of the bridge over the tracks of the old New England Railroad. The bridge must be raised to afford an 18-foot headroom, as was done with the River street bridge last year. There will be rather heavy grade damages, in which three schools will be involved, but not property takings.

TRAVELER 5/6/31

Mayor Curley Makes an Announcement

"I SHALL not be a candidate for mayor again."

So says Mayor Curley in bidding au revoir to department heads as he prepares to leave for Europe on a vacation trip.

No mistaking the meaning of these words. No "I do not choose to run." Just a clear announcement:

"I shall not be a candidate for mayor again."

Possibly the mayor will amplify his remark. Possibly he will explain why he arrived at this conclusion. Possibly he will let it rest as it is, letting the reaction be what it may.

Yet it is possible that the mayor is simply tired of it all. His years in public life have been years of hard work. He still works quite as hard as he did in his youth, harder perhaps. He shows no let-up of speed. He has lost some of his impetuosity, perhaps, but none of his efficiency and intentness of purpose.

You will be told that he wishes to be Governor. Of course he does. He has for years. But we feel that he wishes for something more, for peace, for relaxation, for more time to be with his family. These may be his real reasons. However, let us forget all that for a while and wish him smooth seas and clear skies.

GLOBE 5/6/31

CURLEY NOT TO RUN FOR MAYOR IN 1938

Friends Interpret Words as Valedictory to Post

Speaking yesterday to the city's department heads on the eve of his departure for Europe, Mayor James M. Curley announced that he will not be a candidate for Mayor in 1938.

The law provides that no Mayor may be a candidate for a term immediately following one he has served; he may, if he chooses, run again after a lapse of one term.

The Mayor's statement yesterday was interpreted by his friends to mean that he will never again seek the Boston Mayoralty after his present term expires.

The worst of the depression has passed, Mayor Curley told the department heads during the conference. In the past four weeks, the Mayor said, there has been a drop of $90,000 in the amount distributed by the city among the needy.

The Mayor asked for suggestions for reducing expenses. He announced that he is going to appoint a committee with Corporation Counsel Samuel Silverman at its head to make a new schedule of fees to be charged by the Registry of Births and Marriages, the Probate and Land Courts and the department of the sealer of weights and measures. These departments the Mayor hopes to make self-sustaining. Probate fees include those for divorce actions.

The Public Welfare Department, said the Mayor, is costing $500,000 monthly despite the fact that the city was in the throes of construction program.

Almost every city in the country, he said had written to learn how Boston was handling the situation and then had applied Boston methods at home. He called attention to the report made recently by the Boston Council of Social Agencies, which credited the Boston overseers with the best department of any city in the country, though, said Mayor Curley, "they were never friendly to me or the party I stand for."

The Mayor referred to the old age pension which will become effective in July, and said that $500,000 would be necessary.

"I ask you heads of departments," said the Mayor, "to exercise the same degree of economy in your departments as you would in your homes, but maintain your departments at a high degree of efficiency."

AMERICAN 5/6/31

PORTER ST. JOB AUTHORIZED

The Boston street commission was authorized by Mayor Curley today to begin immediate construction of Porter st., East Boston, as an 80-foot boulevard from the portal of the new traffic tunnel to the airport, at a cost of $600,000.

Funds for the project will come from the $2,700,000 authorized by the Legislature last year.

The mayor also authorized the commission to proceed at once with the widening of Morton st., Dorchester at a cost of $70,000.

GIRL SOBS FOR ZEBRA FRIEND

While her girl trainer sobbed at the parting, Queenie, a five-year-old zebra, was presented to Mayor Curley at City Hall today for the Franklin Park Zoo—the gift of John Ringling, circus proprietor.

"Oh," sobbed Mary Lennette, the trainer, "If they were going to give a zebra away, why didn't they give another one. This is the best of the herd and the most intelligent one."

William Conway and Frank Braydon of the Ringling circus staff, who acted for Ringling in the presentation, calmed the trainer, and then Mayor Curley, on the City Hall lawn, placed his derby on the zebra's head for protographers.

The zebra departed from City Hall to take up its new residence in the zoo.

By his veto of the City Council measure aimed to prohibit the showing in Boston of all crime and sex movies, in theatres to which children are admitted, Mayor Curley displays praiseworthy common sense, a quality in which local censorship has too often been sadly lacking.

JOHN RINGLING WISHES MAYOR CURLEY BON VOYAGE

John Ringling, the circus man, called on Mayor Curley yesterday to bid the Mayor bon voyage. The Mayor and Mr Ringling swapped yarns at length and before leaving Mr Ringling was presented a cane by the Mayor.

TRAVELER 5/6/31

Queenie Joins City Zoo

Queenie, zebra trained by Maj. Frank Braden of the Ringling circus, being accepted by Mayor Curley for the city zoo. Miss Mary Linnette, famous horsewoman, made the presentation. Photo shows the zebra, wearing the mayor's hat, Mayor Curley and Miss Linnette.

MAYOR WITH PILOTS IN RADIO BATTLE

Favors Their Application for Permit

Mayor Curley recorded himself yesterday with the federal radio commission in favor of the grant of a permit to the Boston Pilots' Association for the operation of a ship-to-shore wireless telephone service in preference to the issuance of a similar permit to the New England Telephone & Telegraph Company.

Experts of the commission maintain that two such methods of communication cannot be operated without interference and the mayor, assuming that but one permit will be granted, believes that public interest will be best served by recognizing the application of the pilots' association.

In support of his conclusion the mayor informed the commission that two considerations have influenced his judgment. He wrote:

The proposed service would enable the pilots at all times to have a sufficient number of men on station at the outer entrance of the harbor to promptly meet all requirements of vessels, regardless of weather conditions, this insuring the safety of hundreds of thousands of passengers entering and leaving the harbor, and the vast amount of property involved in handling the ships in and out of Boston harbor during the course of the year.

Such service would, in my opinion, outweigh in importance, from the standpoint of value to the public, that which is proposed by the telephone company.

Months ago the pilots' association was authorized to install wireless telephone service on the two pilot boats but when their petition for authority to install similar equipment in their shore station was filed, the telephone company asked for permission to establish a like service.

GLOBE 5/6/31

CITY TO HAVE NEW 11-ACRE PLAYGROUND

Mayor Curley and Park Commissioner William P. Long yesterday announced that the School Department had agreed to transfer to the Park Department 350,000 square feet of land adjoining the site of the Dunbar-av playground.

Commissioner Long plans a playground of 11 acres containing football, baseball and soccer fields, tennis courts and places for mothers and children as well as a stadium seating 4000.

It is planned to construct in such a manner that in the Winter a large section can be flooded for skating and hockey.

Councilor Gardiner Wilson Jr called on the Mayor and thanked him for his efforts in behalf of the playground, a project Councilor Wilson has worked for for several years.

The playground, which is the first in Ward 17, will be, in the opinion of Commissioner Long one of the finest equipped in the city of Boston.

C. E. FAY NEW ASSISTANT CORPORATION COUNSEL

The appointment of Charles E. Fay, 46 Rossmore road, Jamaica Plain, as assistant corporation counsel at $5000 a year, was approved yesterday by Mayor Curley. Mr Fay will succeed Leo Schwartz.

RINGLING TO GIVE ZEBRA TO CITY TODAY FOR ZOO

A zebra, one of the large herd with the Ringling Brothers and Barnum and Bailey circus, now playing at the Boston Garden, will be presented to the city of Boston today by John Ringling.

The zebra will be taken to City Hall at 12:30 this noon by Warren Jones, menagerie superintendent of the show, and William Conway, contracting agent, and circus workers, and formally presented to Mayor Curley.

It will then be taken to Franklin Park Zoo, where it will join Stanley and Lydia, the pair of zebras now there.

CITY SEEKS TO ENJOIN USE OF TWO BUILDINGS

Two bills in equity, one asking that the Grove Hall Savings Bank be enjoined from using the building at 457 Blue Hill av until alterations satisfactory to the Building Commissioner of the city of Boston have been made, the second asking that the Standard Oil Company of New York and Simon Cohen be compelled to remove the building at 130 Staniford st, West End, have been filed for the city of Boston in Suffolk Superior Court by Asst Corporation Counsel H. M. Pakulski.

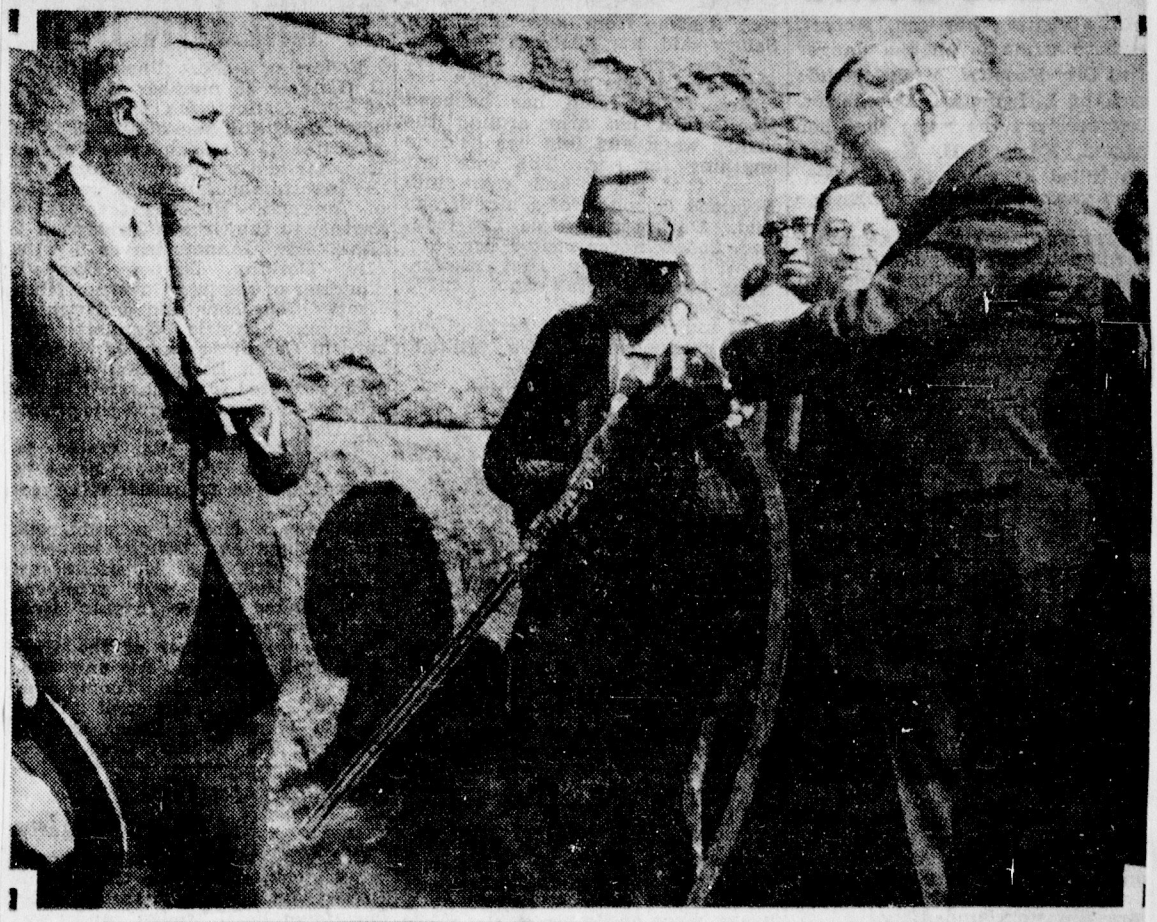
With regard to the savings bank case, the city claims that alterations made there have not been done in accordance with drawings approved by the Building Commissioner. In the case of the Staniford-st building, the city claims that an eight-inch party wall, which is now an external wal of the building, is in a dilapidated condition and is tied up with wire ropes

TRAVELER 5/6/31

Most Important of All :: :: :: By Sav

AMERICAN 5/6/31

MAYOR DOES A JOB ON TERMINAL THEATER



ARTHUR P. RUSSELL — MAYOR CURLEY

Mayor Curley shown starting work on the South Station Terminal Theater, which is to be on the Dorchester ave. side of the station. It is to be for the entertainment and amusement of passengers waiting for trains. Mr. Russell, vice-president of the New Haven, and Mr. Levenson of the Terminal Theater Co. are seeing that the mayor does a good job.

RECORD 5/6/31

Tag War Bares Conry Gave 'Illegal' Permits

An attack by Corporation Counsel Samuel Silverman on Police Commissioner Hultman because cars of Silverman's operatives had been tagged resulted in the revelation yesterday that Traffic Commissioner Joseph A. Conry had issued special parking permits to Silverman and to City Treasurer Edmund Dolan.

Other members of the traffic commission have already held that issue of special parking permits by Conry is illegal.

This newest mixup in traffic rules came yesterday after Corp. Counsel Silverman made the charge that police were "persecuting his employes" by tagging their cars, and that he would nol pros the charges of traffic violations.

At this point Conry admitted that he had issued special parking permits to Silverman and to Dolan.

Asked if he had received a letter from Silverman declaring that the traffic commissioner had no legal right to issue special parking permits, Conry refused to affirm or deny the fact that he had received such a letter.

A week ago at a meeting of the traffic commission, Conry was accused by Commissioner Hultman of issuing special parking privileges and was scored for doing so.

At this meeting all members of the traffic commission save Conry declared that special parking permits were illegal and that Conry had no power to issue them.

Despite vigorous protests by other commission members, he still declared he had the right to issue such permits.

The Silverman incident, that revealed Conry's allegel illegal action, occurred yesterday when Joseph Fucillo of the investigating division of Silverman's department had two summonses served on him for violation of traffic commission rules.

MAYOR WEARS BADGE TO ENTER BUCKINGHAM

Mayor Curley, addressing his official family yesterday, wore the badge of honorary membership in the Ancient and Honorable Artillery Company. This badge, he said, constitutes his ticket of admission to Buckingham Palace, the King's residences in London.

His eye a-twinkle, Mayor Curley said he would be glad to avail himself of the privilege this passport gives him when he is in London, to take a look at the extensive wine cellars of the palace, which are below the bottom of the Thames.

TRANSCRIPT 5/6/31

Realtors Hit Back at Mayor on Assessments

Assessors of Boston Well Informed but "Influenced" by "Political Expediency"

"Obliged" to Allow It

Higher Gas Tax, Sponsored by Exchange, "About Only Real Concrete Help"

In view of Mayor Curley's characterization of those who seek abatements of taxes in Boston as "racketeers," directors of the Boston Real Estate Exchange at their monthly meeting have unanimously voted to issue the following statement in regard to the city's assessed valuations and the underlying causes of the present situation, this statement having been prepared by the executive committee of the Property Owners Division of the Exchange:

Assessed values in any city or particular section of a city do not conform immediately to changes in the market value of real estate, whether changes be up or down. If a particular district is having a rapid growth in value, the assessors quite properly increase valuations gradually and moderately, because in such a case prices are apt to outrun real values and a setback to follow. On the other hand, if market prices are falling off in a district, a rapid and drastic reduction in assessed valuations would tend to further depreciate values and cause property owners unnecessary hardship.

Take, for example, the histo of values on Beacon Hill for the la twenty-five years. For a long period of years the old residents on the hill were moving to the Back Bay or suburbs. During these years, although assessments were gradually reduced, selling prices were generally below assessed values. More recently the hill has again become popular as a high grade residential district, selling prices have gone up and, although assessments have been increased, selling prices until very recently have generally been well above assessed values.

The same considerations governing changes in assessed valuations apply in relation to changes in general business conditions. The assessor are not jutified in raiin gvaluations in boom times to the extreme limit of marked prices; nor can they be expected to reduce valuations in times like the present to a scale of values set by a few forced sales.

The assessors of Boston probably are as well informed as to values and trends of value as anyone in the city, and, left to themselves, would gradually and conservatively make their valuations conform to changing conditions. But the assessors of Boston ar[illegible]t left to themselves—and right here is where the trouble bogins. They are obliged to allow political expediency to influence their actions.

Every mayor, like other elective officers in our system of government, has up to the present appeared to gain more political strength by spending than by saving and has been under the constant urge to get more money to spend. The assessors have, therefore, been under constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible. In spite of this pressure, however, it was always possible up to a few years ago to get reasonable consideration by the assessors in genuine cases of over-assessment and to obtain some measure of relief without going to the courts.

The next step in the development of the present situation was the general rise in values of real estate along with everything else during the ten years following the war. This rise was, of course, accompanied by an even greater rise in the city's expenses, both necessary and not so necessary. So the continuing pressure for more money forced the assessors to increase their valuations up to figures which in many cases are now recognized as boom prices and not real values. Furthermore, the principal weight of these increases fell on the high-value, downtown business property rather than upon the districts where most of the voters live.

During the greater part of the period of rising rents and prices, property owners grumbled at the tremendous increase in their taxes but made no general and determined effort to secure relief. As time went on, however, petitions for abatement increased; the assessors found it more and more difficult to maintain their yearly increases in valuations, while on the other hand, the demands for more money to spend by the city government continued unchecked. The result was the final step which precipitated the present situation.

Since the latter part of Mayor Nichols's administration, the assessors have been obliged to adopt the general policy of refusing to grant abatements, thus forcing property owners either to submit or to undertake the slow and expensive process of court action. With the arrival of the present depression and its resulting loss of rentals, however, many property owners were faced with the necessity of obtaining relief from over-valuation, and a large number of suits for abatement has been the result.

We could give specific instances of over assessments, but it would seem to be unnecessary; first, because they would be too numerous for the space at our disposal, and second, because the situation is so generally recognized that it needs no proof.

There has just been put into operation he State Board of Tax Appeals with a orm of procedure that should be much ess expensive, simpler and quicker than ourt procedure. The availability of this ew tribunal will undoubtedly have the ffect of gradually correcting the abuses f over-valuation that have culminated n the present situation.

We recognize that the city is faced his year with an increase in the State ax and with reduced receipts from the State income tax, but can expect little or o increase in assessed valuations, which vill lead to an inevitable increase in the ity tax rate. We appreciate the difficulties of Mayor Curley's situation. But he situation does not justify his honor in making what appears to be a sweeping accusation of "racketeering" against property owners who use the means provided by law to secure abatements, when the majority of them are using the only means in their power to get simple justice in a situation brought about as above outlined.

The Boston Real Estate Exchange last December filed a bill in the Legislature for an increase in the gasoline tax, the proceeds of which should go to the cities and towns of the Commonwealth to reduce the inevitable increase in their property taxes this year. A part of what that bill proposed is now law. This is about the only real concrete help to those who own real estate that has been so far accomplished.

The Boston Real Estate Exchange has consistently opposed the various programs of State and city for extravagant spending this year. Whether it be by paying as you go or by borrowing, the taxpayers pay in the end and the burden is the burden of the whole community. While we sympathize with the unemployed who have spent as they earned, we sympathize also with the unemployed who have saved in the past, own a home and must pay in taxes their part in any program of extravagant spending. If our present depression serves any useful purpose, it will be the restoration of confidence in the soundness of the old-fashioned principles of thrift and economy, not only individual but public.

Fortunately, there are many signs of such a growing public sentiment in favor of governmental economy. A public sentiment our elective officers would do well to consider in their own interests.

In conclusion, we would emphasize two points, neither new nor original, but both so true and so fundamental that they cannot be stressed too often: First chronic and continued over-assessment can only result in municipal chaos and disaster to the city, and, second, that, whether they ever step up to the tax collector's window or not, every man, woman and child in the community pays taxes. They pay them in their rent, in their food, in their clothing and in everything they buy. The greater the taxes, the greater the burden on rich and poor alike. There is no remedy for the present situation except a drastic reduction in municipal expenditures.

Zebra from Circus Presented to City

One of the kindest and most affectionate zebras in the herd of Ringling Brothers and Barnum & Bailey Circus, and only five years old, was presented to the City of Boston today in the School street yard at City Hall, and in the presence of several hundred spectators. The animal was offered to Mayor Curley during a courtesy call of Mr. Ringling yesterday. At noon today the animal was led into the yard and the mayor interrupted his conferences to accept it from Frank Braden and William Conway of the circus. Standing near the steps to the hall, the mayor posed for the photographers, placing his hat on the head of the zebra but taking care to keep a safe distance from the animal's rear hoofs. William F. Long, chairman of the Park Department, directed that the animal be taken to the Zoo in Franklin Park.

Post 5/6/31

PINNING ON THE MEDAL

Louis Weir gets a medal from Mayor Curley for his "Boost Boston" song. Mr. Weir is the famous R. K. O. and radio organist.

MANY AIM FOR MAYORALTY

Field Wide Open With Curley Stepping Aside

Mayor Curley's decision never to be Mayor again, announced yesterday at his conference with city department heads at City Hall, rekindled the ambition of a number of his audience to take his place some time in the future.

No less than a dozen members of the Mayor's cabinet have been mentioned already as possible successors to the throne, either in the next mayoralty election of 1933 or at least four years later, when the younger crop of leaders will be ready.

In the list were City Treasurer Edmund L. Dolan, Fire Commissioner Edward F. McLaughlin, Election Commissioner Peter F. Tague, Traffic Commissioner Joseph A. Conry, Lieutenant-General Edward L. Logan, manager of the White fund; Penal Institutions Commissioner William G. O'Hare, Purchasing Agent Philip A. Chapman and a number of others who have represented the Mayor during the past year at public functions.

Globe 5/6/31

REALTY MEN RESENT "RACKETEER" CHARGE

Blame Abatement Demands Upon City's Extravagance

Criticizing Mayor Curley for calling persons seeking tax abatements "racketeers," the executive committee of the property owners' division of the Boston Real Estate Exchange issued a statement after a meeting yesterday, in which it attacked the city government for making reckless expenditures and the Board of Assessors for standing pat when property owners seek "justifiable reductions."

The statement said the Board of Assessors can hardly keep property valuations regulated to the fluctuations in values, and declared that, were it not for the city government's constantly seeking more money to spend, proper regulation might be made.

Demands Prevent Action

Regulation, said the statement, is not possible when the City Government is spending increasingly large sums at a time when the values on property are declining. Such conduct eventually leads, said the statement, to a situation compelling the Board of Assessors to refuse reductions and forcing outraged property owners to resort to expensive court proceedings.

"We recognize," said the statement, "that the city is faced with an inevitable increase in the city tax rate. We appreciate the difficulties of the Mayor's position. But the situation does not justify His Honor in making what appears to be a sweeping accusation of 'racketeering' against property owners who use the means rovided by law to secure abatements.

"The assessors of Boston are probably as well informed as to values and trend of value as anyone in the city, and, left to themselves, would gradually and conservatively make their valuations conform to changing conditions. But the assessors of Boston are not left to themselves, and right here is where the trouble begins. They are obliged to allow political expediency to influence their actions.

Prestige Lies in Spending

"Every Mayor, like other elective officers in our system of Government, has up to the present appeared to gain more political strength by spending than by saving and has been under the constant urge to get more money to spend. The assessors have, therefore, been under constant pressure from the head of the City Government to raise their valuations wherever possible and to avoid reductions as long as possible.

"In spite of this pressure, however, it was always possible up to few years ago to get reasonable consideration by the assessors in genuine cases of overassessment and to obtain some measure of relief without going to the courts.

"During the greater part of the period of rising rents and prices, property owners grumbled at the tremendous increase in their taxes, but made no general and determined effort to secure relief. As time went on, however, petitions for abatement increased; the assessors found it more and more difficult to maintain their yearly increases in valuations, while on the other hand, the demands for more money to spend by the City Government continued unchecked. The result was the final step which precipitated the present situation.

Policy Is One of Refusal

"Since the latter part of Mayor Nichols' administration the assessors have been obliged to adopt the general policy of refusing to grant abatements, thus forcing property owners either to submit or to undertake the slow and expensive process of court action. With the arrival of the present depression and its resulting loss of rentals, however, many property owners were faced with the necessity of obtaining relief from overvaluation, and a large number of suits for abatement has been the result.

"There has just been put into operation the State Board of Tax Appeals with a form of procedure that should be much less expensive, simpler and quicker than court procedure. The availability of this new tribunal will undoubtedly have the effect of gradually correcting the abuses of overvaluation that have culminated in the present situation.

"While we sympathize with the unemployed who have spent as they earned, we sympathize also with the unemployed who have saved in the past, own a home and must pay in taxes their part in any program of extravagant spending. If our present depression serves any useful purpose, it will be the restoration of confidence in the soundness of the old-fashioned principles of thrift and economy, not only individual but public.

"Fortunately there are many signs of such a growing public sentiment in favor of Governmental economy—a public sentiment our elective officers would do well to consider in their own interests."

GLOBE 6/6/31

REAL ESTATE MEN STRIKE AT MAYOR

Deny Being 'Abatement Racketeers' --- Claim Assessors Coerced to Keep Up Valuations

Hitting back at Mayor Curley, the Boston Real Estate Exchange last night issued a public statement, charging that he was exerting political pressure upon the city assessors to increase tax valuations and avoid reductions.

The statement was in answer to the Mayor's recent contention that a band of "tax abatement racketeers," were responsible for a flood of tax abatement petitions at City Hall, demanding reductions totalling $50,000,000 in assessed valuations.

CALL ASSESSMENTS TOO HIGH

The directors of the exchange stated that they had specific instances of over-assessments in Boston, but contended that they were too numerous to mention, and insisted that the situation was so generally recognized that it needed no further proof.

"Chronic and continued over-assessment can result only in municipal chaos and disaster to the city," the Real Estate Exchange warned, adding, "There is no remedy for the present situation except a drastic reduction in municipal expenditures."

If left to themselves, the board of assessors would gradually and conservatively make their valuations conform to changing conditions, the exchange directors agreed. "But the assessors of Boston," they assert, "are not left to themselves, and right here is where the trouble begins. They are obliged to allow political expediency to influence their action.

"Every Mayor, like every other elective officer in our system of government, has up to the present appeared to gain more political strength by spending than by saving and has been under the constant urge to get more money to spend.

Pressure on Assessors

"The assessors, therefore, have been under constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible.

"In spite of this pressure, however, it was always possible up to a few years ago to get reasonable consideration by the assessors in genuine cases of over-assessment and to obtain some measure of relief without going to the courts," the Exchange directors explained

Since the last year of the administration of former Mayor Nichols, they claimed, the assessors have been obliged to adopt the general policy of refusing to grant abatements, thus forcing property owners "either to submit or to undertake the slow and expensive process of court action."

Denying the Mayor's contention that the flood of petitions resulted from the work of the alleged racketeers, the board of directors stated "With the arrival of the present depression and its resulting loss of rentals, however, many property owners were faced with the necessity of obtaining relief from over-valuation, and a large number of suits for abatement has been the result."

Increase in the city tax rate was predicted by the exchange in pointing out that the city is faced this year with an increase in the State tax and with reduced receipts from the State income tax, while there is little or no chance of increased valuations for want of new building construction during the past year.

"We appreciate the difficulties of Mayor Curley's situation," reported the directors. "But the situation does not justify him in making what appears to be a sweeping accusation of "racketeering" against property owners who use the means provided by law to secure abatements, when the great majority of them are using the only means in their power to get simple justice."

That the newly created State Board of Tax Appeals would correct the alleged abuses of over-valuation was the opinion expressed by the Exchange directors. This board of three commissioners has been empowered to hear the cases of property owners who appeal from the decisions of the city assessors, thus taking over the work that formerly went to the courts.

Claim "Boom" Valuations Remain

In commenting on the present situation in this city, the directors contended that valuations jumped during the boom following the World war and that they have not been reduced to meet the lowering values.

The exchange voiced a warning against sharp changes in assessments either up or down to meet prices in the real estate market, pointing out that in boom times the prices were above the intrinsic value, while in depression times the prices were below the real value.

Commenting on this phase of the problem, the directors stated "Assessed values in any city or particular section of a city do not conform immediately to changes in market value of real estate, whether up or down. If a particular district is having a rapid growth in value, the assessors quite properly increase valuations gradually and moderately, because in such cases prices are apt to outrun real values and a set-back to follow."

Mayor to Seek Right to Park for Emergency Cars

Following complaint by Corporation Counsel Samuel Silverman that the police were persecuting operators of the city's emergency cars for parking, Mayor Curley last night indicated he would request the Traffic Commission to amend the present traffic code to exempt official cars on emergency business from the traffic penalties.

TWO GET PRIVILEGE

While declining to discuss the corporation counsel's complaint that an operator of an emergency car had received two parking summonses, which would be not prossed, Traffic Commissioner Conry admitted when questioned that he had granted special parking privileges to Mr. Silverman and City Treasurer Edmund L. Dolan.

The traffic commissioner declined to reveal when the special parking privileges had been issued, and, when asked whether he had authority to grant special parking privileges, Mr. Conry would only say, "See Mr. Silverman."

Both the city treasurer and the corporation counsel denied, last night, they had been granted special privileges, contending they never parked their cars in the downtown restricted areas.

Corporation Counsel Silverman said that, with the approval of the police officials, the traffic commissioner had issued cards to identify the emergency machines of the law-department investigators and the city-treasury paymasters.

Honored Until Recently

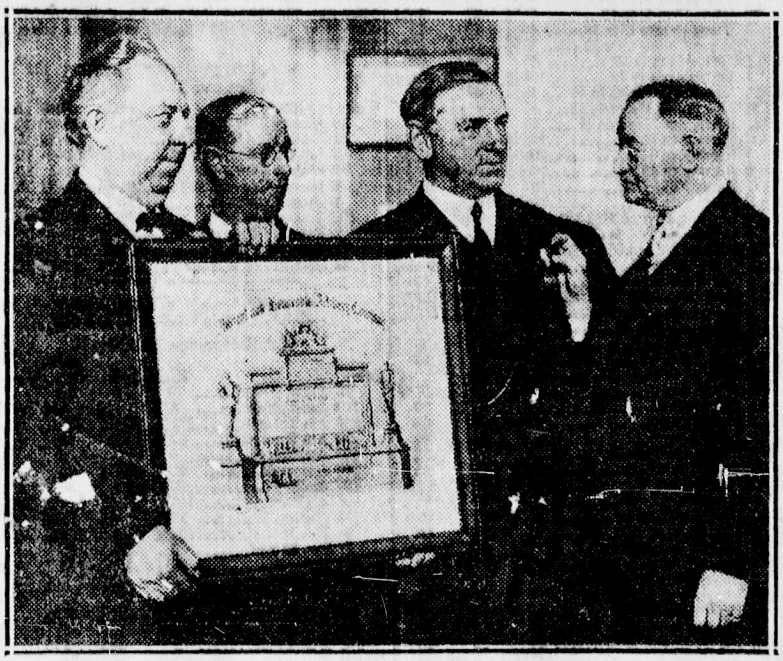
"These cars were honored by the police department until recently, when the police commissioner started a no-parking drive to get even with the traffic commissioner following their personal tilt," said Corporation Counsel Silverman.

"Every day I drive in town, I pay to park my car in a public garage," said Silverman. "But there are investigators in the law department and paymasters in the treasury department who must park their cars in restricted areas in the course of emergency business, so they were given identification cards by the traffic commissioner, which had been approved by Leo Schwartz, counsel for the police department, while he was a member of the law department."

The cards were issued to the paymasters and investigators about six months ago, the corporation counsel stated. Such action was legal, he said, because Section 3 of the Traffic Code exempts "municipal cars in emergency service," he said, as well as police wagons, fire apparatus, ambulances and the emergency repair wagons of public-service corporations.

POST 5/6/31

Mayor Curley Becomes Ancient Artilleryman



MAYOR CURLEY HONORED BY ANCIENTS

A solid gold badge and a certificate of honorary membership in the Ancient and Honorable Artillery Company was presented to Mayor Curley yesterday. Left to right: Major J. W. H. Myrick, Commander F. S. Cummings, Mayor Curley and Captain W. N. McKenna.

Entry to Buckingham Palace as a "comrade" to King George was presented to Mayor Curley yesterday on the verge of his departure for Europe in the form of a solid gold medal, emblematic of honorary membership in the Ancient and Honorable Artillery Company.

The King of England, Lord Denbeigh, former President Calvin Coolidge and Major-General Beaumont B. Buck now form, with the Mayor, the select circle holding honorary membership in the oldest military command in the country.

The medal, together with a framed certificate of membership, was presented to the Mayor by officers of the Ancients yesterday at City Hall, because he will leave tomorrow for New York, to sail Friday for a five weeks' visit to England, Ireland, France and Italy.

ASKS MOVING OF CHAPMAN

Norton Objects to Award of Coal Contract

Councillor Clement A. Norton of Hyde Park last night announced that he would present to the next meeting of the City Council an order requesting Mayor Curley to transfer Purchasing Agent Philip A. Chapman to some other position at City Hall.

He protested against the purchasing agent's defence for awarding a coal contract to a company, which Councillor Norton alleged had been before the court in the past on charges of giving short-weight.

"I shall request that the purchasing agent be transferred to some other department," said Norton. "He is a likable, honest type," said the Councillor, demanding that the Mayor cancel the coal contract before sailing for Europe.

GLOBE 5/6/31

MAYOR AND ELY BACK PILOTS' RADIO PLANS

Former Favors Association Over Telephone Company

Mayor James M. Curley and Gov Joseph B. Ely yesterday indorsed the application of the Boston Pilots' Association to the Federal Radio Commission for permission to instal and operate wireless telephone equipment on their two boats and at a shore station. Mayor Curley's indorsement took cognizance of another application filed by the New England Telephone and Telegraph Company for permission to enter the ship-to-shore radio communications field.

According to the Mayor's letter, three months after the pilots' petition was filed, the telephone company filed its petition. The Mayor said he has learned that the Radio Commission will permit but one service. The Mayor's approval was given the pilots, he said, for the following reasons:

"The proposed service would enable the pilots at all times to have a sufficient number of men on station at the outer entrance of the harbor, to promptly meet all requirements of vessels, regardless of weather conditions, thus insuring the safety of hundreds of thousands of passengers entering and leaving the harbor, and the vast amount of property involved in handling the ships in and out of Boston Harbor during the course of the year.

"Such service would, in my opinion, outweigh in importance, from the standpoint of value to the public, that which is proposed by the telephone company."

Gov Ely's letter said:

"The Boston pilots desire to equip all pilot boats and the office with wireless telephone service, in order to meet the needs and requirements of the shipping and property interests into and out of the port of Boston.

"This service is necessary in order to overcome delays to mail, passenger and freight ships entering and leaving the port."

TRANSCRIPT 5/6/31

Mayor Asks Rights for City's Autos

Mayor Curley will request the Traffic Commission to amend the traffic code to exempt official city cars on emergency business from traffic penalties.

While declining to discuss the corporation counsel's complaint that an operator of an emergency car had received two parking summonses, which would be nol prossed, Traffic Commissioner Conry admitted when questioned that he had granted special parking privileges to Mr. Silverman and City Treasurer Edmund L. Dolan.

HERALD 5/6/31

Will Never Run for Mayor Again, Curley Tells His Department Heads

Announcement of his retirement from Boston mayoralty contests was made without reservation yesterday by Mayor Curley. He made no reference in his brief address to municipal department heads about his candidacy for Governor next year.

After referring to what he called the unfortunate fact that he has served as mayor during three serious depressions, he said: "This will be the last one because I shall not again be a candidate for mayor."

He gave unstinted approval to the administration of the public welfare department, which has been under serious fire from city councilmen for the past two months, and asserted that other American cities have adopted Boston methods of administration because of the enviable record which the department has established.

Because of the necessity of conservation of municipal funds to meet abnormal demands late in the year, for the maintenance of the welfare department, he urged department heads to be economical so that surpluses in appropriation accounts may be available in the event that more money will be needed for the welfare department.

The mayor declared that he will welcome suggestions about reducing municipal expenditures and made known his purpose of creating a committee, headed by Corporation Counsel Silverman, to revise upward the schedule of fees in the registry of births and marriages, the probate, land and divorce courts and in the department of weights and measures, in order that these departments may be self-supporting.

Welfare department expenses are $500,000 monthly despite a drop of $90,000 in the past four weeks. He lauded the overseers, declared that they are doing excellent work without compensation, and that proof of their efficiency has been found in the indorsement of the management of the department by all private social agencies of Boston.

"They were never friendly to me or the party I stand for," said the mayor of the private agencies. He claimed that recent loans to ex-service men on their adjusted compensation certificates have been beneficial to retail business.

MAYOR A MEMBER OF THE ANCIENTS

Enrolled Prior to Departure For Calls on King George And Others

Mayor Curley became an associate yesterday of King George of England, Lord Denbigh of London, Calvin Coolidge and Maj.-Gen. Beaumont B. Buck, U. S. A., retired, when he was officially enrolled as an honorary member of the Ancient and Honorable Artillery Company.

After the presentation of a framed certificate of membership and a distinctive badge, which he was assured by Capt. William N. McKenna will secure immediate admission to Buckingham Palace, the mayor told municipal department heads that he will not only extend their compliments to King George, but to President Cosgrave of the Irish Free State, President Doumergue of France, and Premier Mussolini of Italy.

In the presence of 25 members of the Ancient and Honorable Artillery Company, Capt. Francis S. Cummings, commander, presented Maj. James H. W. Myrick, who lauded the mayor for his unflagging interest in veterans of all wars, and gave him the framed certificate. He was followed by Capt. McKenna who pinned the badge on the mayor's coat.

IN JUSTICE TO T. A. MULLEN

To the Editor of The Herald:

In justice to Thomas A. Mullen, I think that perhaps the newspaper readers of Boston may be interested in a letter which I sent to him. I am enclosing a copy.

L. GERTRUDE HOWES.

Roxbury, May 3.

[The letter to which our correspondent refers is as follows:

Roxbury, Mass., April 29, 1931.

Hon. Thomas A. Mullen,

Director Commercial, Industrial and Publicity Bureau, City of Boston, Mass.

My dear Mr. Mullen.

In behalf of the Roxbury Civic League and Improvement Society, I wish to thank you cordially for the honor of your presence and for the message you brought on the occasion of the Roxbury Community dinner, April 28.

Your address was appreciated by the large and cultivated audience, as you must realize from the prolonged applause which followed as response to your speech.

We welcomed the expressions of thought and aspiration of our New England poets for the betterment of life and elevation of standards of living.

The facetious comment of the toastmaster was twisted out of true interpretation by a reporter (not a Herald report—Ed.) and caused dismay and profound regret to the great throng of Roxbury associates who were deeply interested in the meeting, the speakers, and the subsequent entertainment, and who work for community uplift spiritually as well as materially.

Permit me to subscribe myself personally, as well as for the committee. Gratefully ours.

L. GERTRUDE HOWES,

Chairman of Committees, R. C. L. and I. S. —Ed.]

NORTON REQUESTS CHAPMAN TRANSFER

Councilman Declares Supplies Head Is Inefficient

Expressing disappointment that Philip A. Chapman, city superintendent of supplies, stands back of the Standard Coal Company, the lowest bidder for the $300,000 worth of coal, despite the court convictions against the concern for short weight, Councilman Clement A. Norton announced last night he would introduce an order in the council, requesting the mayor to transfer Chapman to another city department.

"We need an efficient, trained, skilled executive to buy the supplies for the city of Boston; to root out the 'favorites' who are now in control," the councilman declared. "The waste and extravagance amounts to millions of dollars annually, at a time when we have 100,000 men, women and children in Boston accepting some form of charity.

"I am now busy investigating the 'favorite contractors, although the purchasing department investigation seems endless. I call upon the mayor before he sails from New York for Paris, to cancel the coal contract just awarded by the city."

FAY NAMED COUNSEL IN PLACE OF SCHWARTZ

Charles E. Fay of 46 Rossmore road, Jamaica Plain, was named an assistant corporation counsel by Mayor Curley yesterday. His salary will be $5000, and Fay will fill the vacancy due to the resignation of Leo Schwartz to become legal adviser to Police Commissioner Hultman.

NEW PLAYGROUND TO BE BUILT IN DORCHESTER

The transfer by the school department to the park department of 350,000 feet of land adjoining the Dunbar avenue playground, Dorchester, will permit of the development of a playground of 11 acres, with football, baseball and soccer fields, a stadium seating 4000 and recreation reservations for mothers and children.

After negotiations over a period of several months, an agreement for the transfer has been reached and work on the playground, the first to be established in ward 17, will be started within a few weeks.

POST 5/6/31

City Seeks to Compel Bank to Alter Building

The Grove Hall Savings Bank may have to conduct its business elsewhere than at its present address at 457 Blue Hill avenue.

The city of Boston yesterday filed a bill in equity in the Suffolk Superior Court seeking to enjoin the bank from using further the building until alterations there conform to the desires of the building commissioner. The city claims the alterations have not been done in accordance with drawings approved by the commissioner.

Post 5/7/31

BRANDS CHARGES AGAINST HUB AID FOR NEEDY FALSE

Social Workers' Report Lauds Help Given by City Bureau---No Trace of Dishonesty--Mayor Praised

Boston's method of providing relief for the poor and unemployed was held up as a model for the entire country by the Boston Council of Social Agencies in a report to Mayor Curley decrying the sensational charges hurled against the municipal Public Welfare Department, particularly by members of the City Council during the past few months.

On the basis of their experiences with the work of the department during the winter months, trained workers representing the private agencies paid the highest tribute to Mayor Curley, the 12 unpaid overseers and the personnel of the city's relief corps.

While conceding that mistakes doubtless were made in isolated cases, the report stated that the investigation had failed to reveal any evidence of dishonesty.

Worked Overtime

On the contrary, the report stated, the city welfare visitors and other workers labored overtime during the winter nights to meet the record demands upon the department.

The department visitors have been conscientious, sympathetic and kind toward the poor and not abusive as charged in the City Council. The private investigators reported that the visitors' knowledge of their districts was nothing less than phenomenal.

All aid given by the city was deserved in the opinion of the investigators, the report stated, pointing out that office routine was sadly neglected as red tape was made secondary to providing aid for those who needed it. The city's welfare workers were heavily overloaded with cases, the number of applicants in one district alone reaching 720, and yet the workers held up, the report stated.

Compared With Cleveland

Each Boston visitor was forced to check and investigate seven times as many cases as the average visitor in Cleveland, which was taken in the report as a city of similar welfare size.

Although each city had 12,000 poor cases in February, the work was done in Boston by only 28 visitors, while Cleveland had 202 visitors to perform the same amount of work.

Not only was the corps of visitors inadequate here, but the number of clerks at headquarters was also too low, the entire force in the Boston department reaching a total of only 81, while Cleveland had 400 workers in its welfare division.

Rise Not as Great

Yet, the rise in poor and unemployment relief in Boston was relatively not as high as the other cities of the country. "Had it been," the report stated, "the Boston overseers' relief disbursements for February would have been somewhat over $700,000, instead of $578,000."

This saving, according to the Mayor, was made through his programme of public improvements, which provided actual work for the unemployed, so they were not forced to line up for poor relief.

The policy of getting work from the applicants in return for aid given them was endorsed by the report, which warned that demoralization of families would result if a measure of employment were not provided for the recipients of aid.

The investigators reported that a great number of the poor and unemployed preferred work to accepting charity and insisted that work-wages were better than relief.

In recommending an increase in the visiting and clerical staff, the report pointed to the necessity of making follow-up visits to the homes of people obtaining aid, so that they would not continue to draw money from the city treasury after they have obtained work and members of their families have started to earn money.

The limited number of visitors would be unable to follow up the thousands of families on the present relief list, in order to drop applicants when they no longer require city relief, the report stated. The city of Detroit employed 245 visitors to check 50,000 applicants for relief, as compared to Boston using but 28 visitors to check 12,000 families, the report stated, adding that on this basis Boston should hire 31 more visitors.

Signed by Leaders

The report, which was taken as a complete vindication of the serious accusations fired at the city's public welfare department, was signed by leading public welfare officials.

Included in the signers were Chairman Richard K. Conant and Secretary Alice B. Huling of the department of the family, Boston Council of Social Agencies; Director T. R. Reynolds of the Catholic Charitable Bureau, Executive Director B. M. Selekman of the Associated Jewish Philanthropies, General Secretary Malcolm S. Nichols of the Family Welfare Society of Boston, General Agent William H. Pear of the Boston Provident Association, and Executive Secretary Roy M. Cushman of the special committee, Boston Council of Social Agencies.

CONRY EXONERATES ENGINEER HURLEY

Complete exoneration of Traffic Engineer John F. Hurley on charges of the Finance Commission that he gave the commission misleading information concerning bids for traffic light equipment is contained in a report to the commission by Chairman Joseph A. Conry.

The reports which were forwarded last Monday to the other four members of of the commission absolve Hurley from charges regarding the lighting equipment and that he used traffic commission automobiles for junkets and vacations.

Record 5/7/31

CITY WORKER IS CLEARED OF ATTACK CHARGE

William R. G. Doyle, visitor for the overseers of public welfare was acquitted yesterday following a hearing of an attempted attack on Mrs. Nellie Young of South Boston, mother of six children.

He charged that the case was a frameup and said he had been called on the phone by a lawyer who told him the whole thing would be hushed up if he would dig up all the money he could.

Mrs. Young told her story to the board of overseers, but became angry when Asst. Corp. Counsel Hale Power began to question her and hurried from the room shouting the city had taken her good name from her.

Curley Protests Bill Ending Physical Tests

Mayor Curley visited Governor Ely yesterday and protested against the bill making physical examination unnecessary for candidates in classified labor service. The bill which is now before the Governor for signature eliminates the physical test unless a city council specifically requests it.

AWARDED STREET CONTRACT

A contract for bitulithic paving of Market st., Brighton, from Western ave., to Washington st., at a cost of $77,213 was awarded to the C. J. Maney Co., by Mayor Curley last night.

Post 5/7/31

Circus Zebra Joins Franklin Park Zoo

NEW ZEBRA FOR THE CITY

Mayor Curley is shown with zebra presented to him by Mary Lenette, shown in photo, and the Mayor is whispering in the animal's ear a few words of advice concerning the way it should behave in the Hub. Miss Lenette and the zebra are with the big circus, now playing here.

Boston's animal kingdom at the Franklin Park zoo welcomed a circus zebra into the fold last night when a 5-year-old striped beauty, answering the name of "Mae," arrived as a gift to the children of the city from John Ringling, owner of "the greastest show on earth."

True to his promise, the big circus magnate led the proud animal up to the lawn of City Hall yesterday where, in the presence of a large crowd, Mayor Curley accepted the zebra on behalf of the city and paid tribute to Mr Ringling's civic interest in Boston.

REALTORS OPPOSE LOAN FOR AIRPORT

Characterizing the expenditure as "unwise extravagance," the legislative committee of the Boston Real Estate Exchange, through Edwin D. Brooks, secretary, last night went on record as being opposed to the Boston City Council approving a loan order of $1,250,000 authorized by the Legislature for expansion at the East Boston Airport.

WELCOME FOR MAYOR IN ERIN

Free State Minister Wires Cordial Invitation

Promise of a cordial welcome in Ireland during his impending visit to Europe was extended yesterday to Mayor Curley in a telegram from Michael MacWhite, minister plenipotentiary of the Irish Free State at Washington.

In a communication received late yesterday at City Hall, the Irish minister said: "I have just learned that you are sailing with a small party for Europe May 8. I wish to renew the cordial invitation to visit Ireland extended to you by President Cosgrave some months ago, and to assure you and your party of a very hearty welcome in the Irish capital."

The Mayor and his party are planning to start today, leaving the Back Bay station on the 5 o'clock train for New York, where they will embark on the liner France, sailing tomorrow afternoon at 3:30 o'clock.

Record 5/7/31

To Remove Buildings, Eyesore to Arboretum

A group of dilapidated buildings adjoining the Arnold Arboretum will be removed at a cost of $150,000, thus removing an eyesore in the park system, Mayor Curley announced yesterday. The project will be carried out in connection with the widening of Center st.

Zebra Dons Mayor's Tammany Derby

"Mae," 5-year-old Ringling Bros., Barnum & Bailey Circus zebra, presented yesterday by Miss Mary Lennette, trainer, to the city of Boston for the Franklin Park Zoo, was accepted by Mayor James M. Curley for the city. The mayor tried his Tammany derby on "Mae" and she didn't seem to mind it a bit.

Post 5/7/31

CHARGES RACKET IN TAXATION

Mayor Hits at Real Estate Exchange Members

Charges of racketeering at the expense of the taxpayers were hurled directly at members of the Boston Real Estate Exchange last night by Mayor Curley, replying to a public statement issued by the board of directors of the organization.

OVER VALUATION

Members of the Exchange, he charged, appeared in court as owners and experts to testify that property taken by the city for public improvements was worth twice as much as the assessed valuation. Yet, before the city decided to take properties, owners appealed for tax abatements, contending that the assessments were above the fair value.

The Mayor stated that the city assessors could produce any number of glaring examples to show the real estate experts and the owners quoting low values for assessments and high values for sales to the city.

The Mayor stated that the statement of criticism issued by the Exchange board of directors was "not impressive for the reason that the directors evidently avoided the real issue presented by me on several occasions in connection with the so-called racketeering in petitions for tax abatements." He challenged the Exchange to deny that the actions of some of its members was not racketeering.

Declines to Comment

Secretary Charles E. Lee of the Exchange last night declined to comment on the Mayor's latest broadside, expressing the personal belief that the controversy had gone far enough, particularly in view of the fact that the Mayor was leaving for Europe.

Replying to the directors' criticism of over-assessments in this city, the Mayor said: "For several years past, the Board of Assessors have been reducing values in certain sections of the city where they have been convinced that there has been a real shrinkage or decrease in values.

"A notable illustration is the consideration that the Board of Assessors have given to property values in the north section of the city. The recent experiences of the city in being obliged to take a considerable number of parcels of real estate in connection with the traffic tunnel development have convinced me that the values placed upon property in this locality by the Board of Assessors are of fair value.

Sought Fair Prices

"Prior to the taking of the properties necessary for the traffic tunnel," stated the Mayor, "I held conferences with the owners in order to arrive at a fair purchase price by the city for such properties. In order to prevent exorbitant awards for the land takings, I offered to settle on a basis of 10 per cent in excess of the assessors' valuations.

"Some of the owners refused to accept this settlement of 10 per cent, notwithstanding the fact that they had filed petitions for abatements requesting substantial reductions from the assessed valuations."

A COMPLETE VINDICATION

The report of the Boston Council of Social Agencies on the work of the Public Welfare Department is a complete and sweeping vindication of the overseers and their aides. It is more than a vindication, it is an eulogy of the work of the department under especially trying circumstances.

The representatives of the social organization which made the investigation are men and women trained to such work. They naturally are vastly more competent to judge than ill-informed critics who seize on isolated incidents and seek to build up a case for criticism.

The investigators are quite lavish in praise of the personnel of the department. Declaring the department grossly under-staffed, as compared with other cities, they paid a high tribute to the hard and unselfish work of those who make up the staff of visitors.

It is apparent that the social workers who were detailed to gain information about the workings of the department were agreeably surprised at the superior efficiency of the city workers as compared with those in private agencies.

The conclusion arrived at — that the Overseers of Public Welfare have done a splendid job, considering the great handicaps the present depression has placed on them—will, we think, be accepted by fair-minded citizens.

The investigation committee pays a warm tribute to Mayor Curley for his consistent and understanding support of the Public Welfare Department. This tribute is deserved. The Mayor has been indefatigable in his efforts to relieve distress in the city, and we believe he is entitled to very great credit for his intelligent efforts.

$678,452 IS COMING TO BOSTON

City's Share of Extra Cent Tax Upon Gasolene

The city of Boston on June 1 will receive from the Commonwealth's treasury $678,452.26 as its share in the distribution of $2,720,750 to the cities and towns from the recently applied extra cent tax on gasolene, according to the announcement yesterday by Commissioner Henry F. Long of the Department of Corporations and Taxation.

BOSTON GETS MOST

Boston's share of the extra cent gasolene tax that went into effect May 1 will be the largest of any of the cities or towns. Commissioner Long has notified the cities and towns that the money must be used for highway work and is to be deducted from the appropriations made by the municipalities for such purposes. In this way more funds will be available for public welfare work.

Worcester will receive the second largest amount, $124,044.30. Springfield is next with $109,297.05. The largest amount to go to any town will be $53,498.03 for Brookline. Gay head, on Martha's Vineyard receives the smallest amount, $52.30.

Other apportionments follow: Arlington, $19,741.45; Belmont, $12,341.68; Beverly, $16,708.33; Braintree, $8,445.68; Brockton, $29,991.32; Cambridge, $68,846.68; Canton, $3582.22; Chelsea, $22,774.58; Concord, $3320.75; Dedham, $8733.30; Everett, $25,441.63; Fall River, $56,374.27; Fitchburg, $22,068.59; Framingham, $12,943.07; Gloucester, $13,649.06; Haverhill, $24,395.73; Holyoke, $42,149.96; Hull, $5543.30; Lawrence, $49,052.93; Leominster, $10,328.31.

Lexington, $6458.46; Lowell, $48,843.75; Lynn, $50,830.98; Malden, $25,807.70; Marlboro, $6929.12; Medford, $26,749.01; Melrose, $12,550.86; Milton, $12,707.74; Nahant, $1699.60; New Bedford, $67,591.59; Newburyport, $5569; Newton, $51,092.45; North Adams, $11,374.21; Northampton, $11,583.40; Norwood, $9962.24; Peabody, $9648.47; Pittsfield, $24,787.94; Quincy, $45,967.51; Reading, $5543.30; Revere, $14,904.14; Salem, $21,127.28; Somerville, $45,183.09; Waltham, $20,525.08; Watertown, $19,427.68; Wellesley, $10,668.23, and Woburn, $8053.47.

HERALD 5/7/31

Curley Praises City's System Of Relief as Best in Country

Cites Increased Work of Dept. During Depression—Social Directors' Report on Probe Commends Mayor for Support

On the eve of his departure for Europe, Mayor Curley last night replied to the recent criticisms of the department of public welfare, citing the increased work of the department due to industrial depression, demanding three or four days work a week for the unpaid board of 12 reputable citizens and calling attention to the report of the recent investigation of the department by the representatives of all private charitable organizations of the city.

"Certain individuals in the community, like camp followers who trail an army in defeat," stated the mayor, "have exerted every means to destroy a system for providing aid that is recognized as the best in operation in the United States and besmirch the character of women and men of eminent standing in the community."

The investigation report commends the mayor for "your consistent and understanding support of the department of public welfare during the present unemployment emergency." The report is signed by Richard K. Conant of the state department of public welfare, chairman; Alice B. Huling, secretary; T. R. Reynolds, director of the Catholic charitable bureau; B. M. Selekman, executive director, associated Jewish philanthropies; Malcolm S. Nichols, general secretary, Family Welfare Society of Boston; William H. Pear, general agent Boston Provident Association, and Roy M. Cushman, executive secretary, Boston Council of Social Agencies.

The report reads, in part:

Doubtless mistakes have been made by the overseers during the present period of abnormally heavy demand on them. It would be surprising if such were not the case. It is none the less evident to any fair-minded observer that the members of the board of overseers and the executive of the department are devoting themselves earnestly to their responsibilities, and the staff workers are laboring valiantly under most exacting conditions.

Even though all friends of the Boston public relief department wish and expect to see its service consistently improved, it can fairly be claimed, as has been said by a leading authority, that "there is no question of the superiority (of the Boston service) in the group of metropolitan cities.

Our executive committee wishes to assure you of the sincere desire of the members of the Boston Council of Social Agencies to assist you in every way within their power to set before the people of Boston in the right light the work of their department of public welfare.

The greatest lack in the case work procedure noted by the workers is that on account of the heavy case load there can be no adequate follow up. It is possible to do little more in the way of visiting than that required by the initial investigation. One of the workers was assigned to follow-up work. She discovered several families where there were earnings sufficient to justify their removal from the relief list. This shows that the daily reportings of the wood yard, though they have value, are not sufficient as a check —there are sometimes other sources of income in the families than the wages of the men who report. The employers' reference reports were found by this worker to be frequently inaccurate. She gave as her opinion that much more satisfactory information about earnings and work records could be discovered if there were opportunity to visit employers rather than to depend entirely on written reports.

Asked about the needs of the department as they see them, the workers were agreed that the most obvious need is a larger staff of trained visitors and the required complement of clerical workers. They believe that this would mean more adequate service to the family, which is sorely needed; but it would also probably mean an actual saving in the relief expenditures.

Another need in the opinion of the workers is the substitution of a program of general work-relief for the present one of direct relief payments. Many of the men, heads of families, they found dissatisfied with receiving money from the city without giving anything in return for it. Many applicants who go to the overseers think that they are applying for work rather than for relief. A program of work-relief would help such as these to save their self-respect at the same time that it would produce something of value to the city.

Another thing that the workers think ought to be done, and which could be done only with an adequate staff, is intensive work with a considerable number of families whose wage earners have been employed in the wood yard for a year or more. Among these are a number of fairly young men who must clearly be in danger of demoralization unless they be restored quickly to the basis of self-support.

Altogether these workers from the private societies have been considerably chastened by their experience. In accepting the assignment to work in the department of public welfare they were interested in it chiefly as an opportunity to participate more directly in the city's unemployment emergency relief operations, and furthermore it was for them a new and valuable professional experience. They soon discovered they were having an even more significant experience than they had anticipated. They found fellow social workers carrying case loads so far in excess of their own assignments in the private societies, and in the face of their great burden of work, made no lighter by charges hurled at them of incompetence if not of more serious acts, doing their part of the work of this important city department conscientiously and intelligently. As one of the group expressed it, they have been greatly humbled by their experience.

POST 5/7/31

MAYOR FOR NEW COURT HOUSE PLAN

Would Increase Present Building to 15 Stories

Mayor Curley yesterday afternoon appeared before the ways and means committee of the Senate and urged that action be taken immediately to provide relief for the already overcrowded conditions and accommodations at the Suffolk County Court House, Pemberton square. He particularly criticized the delay.

OFFERS TWO PLANS

The Mayor offered two alternative plans which he said would provide the necessary relief. The present building could be raised to 15 stories in height, providing space not only for the needs of the county, but for those of the State as well. He also pointed out a building could be erected on land now occupied by Barristers Hall and additional land formerly occupied by the old police headquarters building.

In the second instance the Mayor said accommodations would be provided only for the registries of deeds and of probate, the land court and possibly the Social Law Library. Under this plan, the Mayor said, the needs of the Supreme and Superior Courts would have to be taken care of in the present building.

Mayor Curley appeared to favor the first plan. It would cost about $5,000,000. The other plan would cost about $3,500,000. The Senate ways and means committee had before it the bill recently reported favorably by the legislative committee on State administration providing for a commission to supervise the construction of the new courthouse.

Mayor Curley said if the courthouse is enlarged the city would be willing to pay 50 per cent of the cost, with the State paying 50 per cent. It was pointed out by the Mayor, however, that Boston pays 25 per cent of the State tax, so that according to the allocation suggested by the Mayor the city actually, Curley said, would be contributing 62½ per cent.

HERALD 5/7/31

HONORING SALVATION ARMY CHIEF

Mayor Curley presenting Irish black briar walking stick to Gen. Edward J. Higgins on City Hall steps. Between them stands Mrs. Higgins.

Salvation Army Head Greeted Here; Predicts Religious Revival

The work of the Salvation Army has increased because of economic conditions, but the latter are likely to bring about a world revival in religion, Gen. Edward J. Higgins, head of the International Salvation Army, told members of the Boston Rotary club yesterday at luncheon at the Hotel Statler. The general arrived here from New York on a tour of the country, and is to be the guest of various religious leaders at Tremont Temple tonight.

Interviewed yesterday, the army commander declared the country "is suffering from a wave of indifference in so far as things spiritual are concerned, but times of adversity have had a beneficial effect upon the church in the past."

Prohibition, he thought, "has helped greatly in the reduction of crime," but qualified this by adding, "aside from that which has emanated from bootlegging."

Gen. Higgins was introduced by the Rev. Samuel A. Eliot of the Arlington Street church at the Rotary Club luncheon, which was presided over by Vice-President Henry P. Porter. He sketched the 65 years' work of the Salvation Army, which grew from a small group under General Booth to a world wide organization of more than a million workers. He pointed out the close affiliation of the Rotarians and the army in their ideals of fellowship.

"Tasks are won by fellowship in storm and difficulty," said the general, "and the reason the army has succeeded is its recognition of the spirit of service."

Former Lt.-Gov. Edward P. Barry represented Mayor Curley in greeting the general and at the luncheon. The New England Salvation Army forces were headed by Col. Joseph Atkinson.

At Tremont Temple tonight, the general will speak on "The Army's Message and Work," after an introduction by Gov. Ely.

URGES COURTHOUSE HEIGHT BE RAISED

Curley Suggests Addition of 15 Stories

Mayor Curley yesterday suggested that the Suffolk county courthouse in Pemberton square might be raised 15 stories to provide space for the needs both of the county and state. A second alternative plan which he submitted before the Senate ways and means committee for the accommodation of various court activities was that a building be erected on land now occupied by Barristers Hall to house the registries of deeds and of probate, the land court and possibly the social law library.

The first plan, that of adding 15 stories to the present court house, would cost about $3,000,000, he estimated, while the second plan, providing for a new building, could be accomplished for $1,500,000.

Before the committee was a bill favorably reported by the committee providing for a commission to supervise the construction of a new courthouse without further legislative action.

The city would be willing to pay 50 per cent. of the cost of enlarging the present building, Mayor Curley said, provided the state contributed 50 per cent., despite the fact that the city now pays 25 per cent. of the state tax.

Senator Henry Parkman of Boston, a member of the committee, said that in his opinion agencies other than those of the state would occupy more than half of the space in the enlarged building and he doubted whether the state would be justified in paying more than 30 per cent. of the cost.

Senator Cornelius J. Haley of Rowley, chairman of the committee, suggested that the state should handle its own business and the county should handle its own business. Atty.-Gen. Herbert Parker favored the proposal for enlargement.

TO BUILD 21 STREETS

Orders for the construction of 21 streets by the day labor forces of the city at a cost of $150,000 were approved by Mayor Curley last night.

HERALD 5/7/31

MAYOR EXPLAINS REALTY RACKET

Cites Instances of Double Valuation If City Wants Land

PROMISES EXCHANGE MORE GLARING CASES

In support of his reiterated charge that organized racketeering in tax abatements has become a serious menace to the city and that real estate experts quote two values on property, Mayor Curley, replying last night to a challenge of the directors of the Boston real estate exchange, asserted that members of the exchange recently set a value of from $250,000 to $265,000 on property assessed for $113,800.

An offer to have the assessors provide the exchange with "any number of cases equally as glaring" was made by the mayor.

His allegation that experts place a low value on property for purposes of taxation and a high value when the city is obliged to take the property for public improvements preceded the disclosure that a property owner and experts employed by him, all holding membership in the real estate exchange, set a value more than 100 per cent. in excess of the tax valuation on property taken for the widening of Charles street for which the street commission awarded $140,000 but which a jury decided was worth approximately $200,000. The mayor's statement:

The statement of the directors of the Boston real estate exchange appearing in the morning press is not impressive for the reason that the directors evidently avoided the real issue presented by me on several occasions in connection with the so-called racketeering in petitions for tax abatements.

"TWO KINDS OF VALUES"

For several years past, the board of assessors have been reducing values in certain sections of the city where they have been convinced that there has been a real shrinkage or decrease in values. A notable illustration is the consideration that the board of assessors have given to property values in the north section of the city. The recent experience of the city in being obliged to take a considerable number of parcels of real estate in connection with the traffic tunnel development have convinced me that the values placed upon property in this locality by the board of assessors are of fair value.

Prior to the taking of the properties necessary for the traffic tunnel I held conferences with the owners in order to arrive at a fair purchase price by the city for such properties. In order to prevent exorbitant awards for the land takings I offered to settle on a basis of 10 per cent. in excess of the assessors' valuation. Some of the owners refused to accept this settlement of 10 per cent. notwithstanding the fact that they had filed petitions for abatements requesting substantial reductions from the assessors' valuations.

It thus appears that there are two kinds of values in the minds of many property owners, a low figure for the purposes of taxation and a high figure when the city is obliged to take properties for public improvements.

On which side of this question of values do the directors of the Boston real estate exchange stand?

This idea of two values is not confined to the owners of property in this section. In a recent case in connection with the Charles street widening a taking was made by the board of street commissioners, the valuation of which was fixed by the board of assessors at $113,800. The award made by the board of street commissioners was $140,000. The amount received by the owners as a result of court trial was approximately $200,000.

The sworn testimony of the owner, a member of the Boston real estate exchange, and experts retained by him, also members of the Boston real estate exchange, was to the effect that the value of the property, in their opinion, was from $250,000 to $265,000, or a valuation in excess of the assessed value of considerably more than 100 per cent.

Do the directors of the Boston real estate exchange deny that this is an example of racketeering?

If additional examples, similar in character, are desired the assessing department is prepared to furnish any number of cases equally as glaring.

UNWISE EXTRAVAGANCE

Real Estate Exchange Officer Comments on Airport Loan Order

Edwin D. Brooks, chairman of the legislative committee of the Boston Real Estate Exchange, issued the following statement yesterday on the airport loan order:

The legislative committee of the Boston Real Estate Exchange is watching with interest the action of the city council on the loan order for the $1,250,000 bond issue for the East Boston airport recently authorized by the Legislature. Several of the members of the council are apparently quite doubtful of the wisdom of authorizing the loan at this time, and wisely so.

The matter was carefully studied by the joint committee on municipal finance of the Legislature. Little or no support from the bodies usually interested in airplane matters was evident at the committee's hearing. Evidence was presented showing that no such sum of money could wisely be spent on the airport this year, and the committee reported adversely on the bill. In view of these facts the passage of the bill by the Legislature over the adverse report of its joint committee came as a surprise, especially in view of the strong and steadily growing feeling among people at large that extravagant public spending must be stopped.

The Legislature's action, however, simply gave Boston authority to get itself further into debt if it wished to do so. On the members of the city council rests the responsibility of saving whether this additional burden shall be loaded on their fellow citizens.

The fact remains that the expenditure this year is unwise extravagance, and will be so regarded by the citizens of Boston.

CURLEY APPROVES STREET WIDENING

Cost of East Boston Work Set At $600,000

The widening and extension of Porter street, East Boston, from the portal of the East Boston tunnel to the airport was approved yesterday by Mayor Curley.

The estimated cost of $600,000 makes the conversion of this street into an 80-foot highway one of the major street improvements authorized this year. No plans for its extension have yet been prepared and it is unknown whether the thoroughfare will be extended across the Narrow Gauge railroad tracks at a grade crossing or whether the crossing will be by a bridge or an underpass.

The improvement will provide access to a large acreage of undeveloped marsh land and flats adjacent to the airport. This land, now of no value, will undergo a substantial appreciation because of the improvement.

The Porter street development is tied in with the tunnel project and the completion of both projects will provide a direct traffic artery between Dock square and the airport.

Another important improvement approved by the mayor will require the taking of land and buildings adjacent to the administration building of the Arnold arboretum on Centre street, West Roxbury. The cost may reach $150,000 as the land is held to be worth $1 per foot. The purpose is to provide a sightly approach and entrance to the arboretum and to do the work in connection with the widening of Centre street.

A third improvement to cost $75,000 will result in the changing of the grade of Morton street, Dorchester, in connection with the building of a new bridge over the New Haven railroad tracks.

McGRATH TO ASSUME MAYORAL DUTIES

Will Run City While Mayor Curley Is Vacationing In Europe

Mayor Curley will transfer the direction of the municipal government to President Joseph McGrath of the city council this afternoon, just prior to his departure for Europe, upon a vacation, which is scheduled to extend to June 16.

In preparation for his absence the mayor practically disposed of all pending city business, leaving very little to occupy his attention today.

The European trip, upon which the mayor will embark at New York tomorrow afternoon, will include brief stops in England and Ireland, a more extended stay in France, where Mayor Curley will speak in behalf of American mayors at the Colonial exposition, and eight days in Italy.

In the mayor's party will be Miss Mary Curley, Miss Loretta Bremner of Chicago and City Treasurer Edmund L. Dolan.

An official invitation to visit President Cosgrave of the Irish Free State reached the mayor yesterday from Michael MacWhite, minister of the Free State to the United States.

TRANSCRIPT 5/7/31

Mayor Returns to Realty Charges

Tells Exchange of Instance of Alleged "Racket" on Valuation

Mayor Curley, in support of his charges that organized racketeering in tax abatements has become a serious problem for the city, replies to a statement issued by the directors of the Boston Real Estate Exchange with the remark that members of the exchange recently set a value of from $250,000 to $265,000 on property assessed for $113,800. The mayor said:

"The statement of the directors of the Boston Real Estate Exchange appearing in the morning press is not impressive for the reason that the directors evidently avoided the real issue presented by me on several occasions in connection with the so-called racketeering in petitions for tax abatements.

"For several years past the Board of Assessors have been reducing values in certain sections of the city where they have been convinced that there has been a real shrinkage or decerase in values. A notable illustration is the consideration that the Board of Assessors have given to property values in the north section of the city. The recent experience of the city in being obliged to take a considerable number of parcels of real estate in connection with the traffic tunnel development have convinced me that the values placed upon property in this locality by the Board of Assessors are of fair value.

"Prior to the taking of the properties necessary for the traffic tunnel I held conferences with the owners in order to arrive at a fair p rchase price by the city for such properties. In order to prevent exorbitant awards for the land taking I offered to settle on a basis of 10 per cent in excess of the assessors' valuation. Some of the owners refused to accept this settlement of 10 per cent notwithstanding the fact that they had filed petitions for abatements requesting substantial reductions from the assessors' valuations.

"It thus appears that there are two kinds of values in the minds of many property owners, a low figure for the purposes of taxation and a high figure when the city is obliged to take properties for public improvements.

"On which side of this question of values do the directors of the Boston Real Estate Exchange stand?

"This idea of two values is not confined to the owners of property in this section. In a recent case in connection with the Charles-street widening a taking was made by the board of street commissioners, the valuation of which was fixed by the board of assessors at $113,800. The award made by the board of street commissioners was $140,000. The amount received by the owners as a result of court trial was approximately $200,000.

"The sworn testimony of the owner, a member of the Boston Real Estate Exchange, and experts retained by him, also members of the Boston Real Estate Exchange, was to the effect that the value of the property, in their opinion, was from $250,000 to $265,000, or a valuation in excess of the assessed value of considerably more than 100 per cent.

"Do the directors of the Boston Real Estate Exchange deny that this is an example of racketeering?

"If additional examples, similar in character, are desired, the assessing department is prepared to furnish any number of cases equally as glaring."

TRAVELER 5/7/31

CURLEY WINDS UP BUSINESS BEFORE TRIP

Meets Department Heads on Eve of Voyage

Mayor Curley spent a busy day today cleaning up city business matters and meeting department heads prior to leaving for New York to sail for a vacation abroad.

MEETS HULTMAN

He conferred with department heads, including Police Commissioner Eugene C. Hultman and Traffic Commissioner Joseph A. Conry, member of the traffic commission, Park Commissioner William P. Long, Public Works Commissioner Joseph A. Rourke and Chairman Thomas J. Hurley of the street commission.

He later met the library trustees, City Hospital trustees, Dr. John C. Dowling of the City Hospital and was visited by many City Hall employes. He signed several contracts and attended to other matters.

Upon leaving City Hall he visited Mrs. William Lowell Sherman, who is ill, and who was active in the tercentenary last year. He carried a basket of fruit.

President Joseph McGrath of the city council becomes mayor until Curley's return June 16. The mayor plans to stop in England and Ireland before going to Paris, where he will speak in behalf of American mayors at the Colonial exposition. Later he will spend eight days in Rome. In the mayor's party will be Miss Mary Curley, Miss Loretta Bremner of Chicago and City Treasurer Edmund L. Dolan.

FAVORS RADIO RULE

Before leaving, the mayor stated if the city council would make two minor changes in the recently adopted ordinance making it a criminal offence to operate a radio between midnight and 7 A. M. audible 100 feet distant, he will approve the ordinance. The mayor objected to the phraseology in the ordinance, which makes it easy for a policeman with a grudge to bring complaint against the owner of the radio and occupants of the building in which it is operated.

The mayor approved the appointment of the following visitors in the public welfare department: Rose M. Coughlan, 142 Tyndale street, Roslindale; William F. Lally, 40 Forest street, Roxbury; Austin D. Mulvey, 2 Cambridge terrace, Brighton; Joseph Foley, 4 Lincoln Park street, South Boston, and William Phipps, 50 Harriet street, Brighton.

TRANSCRIPT 5/7/31

Curley Honors Mrs. Putnam on His Departure

Takes Fruit to Tercentenary Leader Who Is Ill at Her Beacon Street Home

Numerous acts of kindness were performed by Mayor Curley today, during his struggle with the odds and ends of city business to clear his desk before leaving on a six weeks' vacation abroad, but the outstanding act of courtesy was that of visiting Mrs. William Lowell Putnam, sister of President Lowell of Harvard University, and presenting her with a basket of fruit.

Mrs. Putnam performed an extraordinary service during the Tercentenary celebration last year as chairman of the committee on racial groups. The mayor paid her high compliment on the conclusion of her work. Since that time she has been ill at her home, 49 Beacon street, and among the many messages of sympathy which she has received have been those from the mayor. Today he declared that he could not leave Boston for so long a period without again expressing his esteem for "this wonderful woman who is honored and respected by all who know her."

The mayor left his office at 2.30 o'clock this afternoon to go home and finish packing for the journey. All day long he had bidden his friends farewell. No matter how busy he was, everybody who called at the outer gate was admitted to the office. Though he had addressed the city officials on Tuesday, he received practically all of them yesterday and today in private audience, conferring on a hundred and one different matters. There were final instructions for the City Hospital trustees, the Public Welfare Department, the Traffic Commission, the Street Commission, the Public Works and Park departments in particular.

Today, it was interesting to see Police Commissioner Eugene C. Hultman and Joseph A. Conry in the office together, as members of the Traffic Commission, and an hour later to see the three other members, Joseph A. Rourke, William P. Long and Thomas J. Hurley waiting for the final word from the mayor. It was positively stated that Mr. Curley did not ask Mr. Conry and Mr. Hultman to compose their differences.

Announcement was made by the mayor that he had appointed John L. Hall of the law firm of Choate, Hall & Stewart as trustee of the Boston Public Library to fill the vacancy caused by the voluntary retirement of Gordon Abbott; also, that he had approved the appointment of the architectural firm of Gray & Heffernan as architects of the transit department's administration building at the portal of the new East Boston tunnel.

One of the mayor's last official acts was the veto of the City Council's order restricting hte noise from radios or other musical instruments between the hours of midnight and 7 A. M., to less than 100 feet from the building where the instruments are located. The mayor told the Council that if it would make two minor changes in the order, he would give his

Social Merit Commended

After careful, detailed study, the Boston Council of Social Agencies endorses the integrity of Boston's unpaid board of public welfare, and finds that in view of all the difficulties the department's administration of relief work during the winter deserves high commendation. In this the council's judgment supports the expression of confidence which, after inquiry, we offered on March 30. "More and more," we said, "this city department has been recognizing during recent years the need of making its work conform as nearly as possible to the high standards of investigation and judgment which the private philanthropic agencies of Boston so carefully apply. Indeed, it can be said that in every respect the administration of the city department has been on the up-grade of late, growing steadily stronger in its control."

There is one constructive point of special interest, among others, in the survey-report submitted in conjunction with the statement of the Boston Council agencies. In the opinion of the experienced private social investigators who have been co-operating of late with the department, in addition to Boston's admirable system of so-called "Outdoor Relief," which avoids bread-lines and soup-lines through direct aid to the home and the family, would develop some system of general work-relief. "Many of the men, heads of families," were "found dissatisfied with receiving money from the city without giving anything in return for it. Many applicants who go to the overseers think that they are applying for work rather than for relief. A program of work-relief would help such as these to save their self-respect at the same time that it would produce something of value to the city."

Certainly this recommendation should be taken seriously, and given every attention. Indeed, Commissioner Rourke of the Department of Public Works and his earnest and able division engineer, Adolph J. Post, have lately given the matter much thought on their own initiative, and in fact, with Mayor Curley's support, they have made a very important practical beginning of such a system, using welfare department men to help meet the city's special "spring-cleaning" needs. This excellent work should be extended and fully developed

Curley Has Alternative Plans for Court House

To provide relief for over-crowded conditions at the Suffolk County Courthouse, Mayor Curley offered two alternative plans to the Senate Ways and Means Committee yesterday.

The present building could be raised to fifteen stories in height, providing space not only for the needs of the county, but for those of the State as well, the mayor said, or a building could be erected on land now occupied by Barristers Hall and additional land formerly occupied by the old police headquarters building.

In the second instance the mayor said accommodations would be provided only for the registries of deeds and of probate, the land court and possibly the Social Law Library. Under this plan, the mayor said, the needs of the Supreme and Superior courts would have to be taken care of in the present building.

Mayor Curley appeared to favor the first plan. It would cost about $5,000,000. The other plan would cost about $3,500,000. The Senate ways and means committee had before it the bill recently reported favorably by the legislative committee on State administration providing for a commission to supervise the construction of the new courthouse.

Mayor Curley said if the courthouse is enlarged the city would be willing to pay 50 per cent of the cost, with the State paying 50 per cent. It was pointed out by the mayor, however, that Boston pays 25 per cent of the State tax, so that according to the allocation suggested by the mayor the city actually, Curley said, would be contributing 62½ per cent.

Brooks Finds Airport Loan Order Most Unwise

Edwin D. Brooks, chairman of the legislative committee of the Boston Real Estate Exchange, has issued the following statement on the airport loan order:

"The legislative committee of the Boston Real Estate Exchange is watching with interest the action of the City Council on the loan order for the $1,250,000 bond issue for the East Boston Airport recently authorized by the Legislature. Several members of the council are apparently quite doubtful of the wisdom of authorizing the loan at this time, and wisely so.

"The matter was carefully studied by the joint committee on municipal finance of the Legislature. Little or no support from the bodies usually interested in airplane matters was evident at the committee's hearing. Evidence was presented showing that no such sum of money could be wisely spent on the airport this year, and the committee reported adversely on the bill. In view of these facts the passage of the bill by the Legislature over the adverse report of its joint committee came as a surprise, especially in view of the strong and steadily growing feeling among people at large that extravagant public spending must be stopped.

"The Legislature's action, however, simply gave Boston authority to get itself further into debt if it wished to do so. On the members of the City Council rests the responsibility of saying whether this additional burden shall be loaded on their fellow citizens.

"The fact remains that the expenditure this year is unwise extravagance, and will be so regarded by the citizens of Boston."

RECORD 5/7/31

"Greetings!"

Mayor James M. Curley, left, presenting cane to Gen. Edward J. Higgins of London, head of Salvation Army, on latter's arrival in Hub yesterday for a two-day visit. Mrs. Higgins, making the American tour with her husband, is shown in center.

TRAVELER 5/7/31

GEN. HIGGINS LAUDS BOSTON

World Salvation Army Commander Inspects Hub Headquarters

Gen. Edward J. Higgins, commander-in-chief of the International Salvation Army, Mrs. Higgins, and the official party who arrived here yesterday for a two-days visit, made an official inspection of the Boston Salvation Army headquarters today.

They were rectived by Col. Joseph Atkinson, commanding the New England forces, and W. A. Nicol, campaign director. The general highly praised the work being done by the local branch. He also took occasion to express his appreciation of "the wonderful reception the people of Boston, Gov. Ely, Mayor Curley, and the press have given us."

Tonight at 8 o'clock Gen. Higgins is to be guest of honor at a public meeting to be held in Tremont Temple. Churches of various denominations are co-operating for the public reception.

Gov. Ely is to be a speaker and guest. Philip R. Allen, chairman of the army's advisory board, is to present the Governor, who in turn it to introduce Gen. Higgins to the gathering. The general is to talk on "The Army's Message and Work."

Tomorrow Gen. Higgins and party leave for Washington, where they are to be received by President and Mrs. Hoover.

GLOBE 5/7/31

NEW TRUSTEE OF THE PUBLIC LIBRARY

John L. Hall Appointed by Mayor Curley

John L. Hall, senior member of the law firm of Choate, Hall & Stewart, 30 State st, was appointed a trustee of the Boston Public Library today by Mayor James M. Curley. Mr Hall will succeed Gordon Abbott, resigned.

Mr Hall is a member of the board of directors of the New York, New Haven & Hartford Railroad and for many years was counsel for the road. His father, the late Judge John M. Hall, was the president of the New Haven Railroad in 1900. He is a native of Willimantic, Conn; a graduate of Yale with the class of 1894 and a graduate of the law school two years later. He began practice in Boston immediately, and in 1900 formed a partnership with the late Charles F. Choate Jr.

He is a director of the Merchants National Bank, the Boston Publishing Company, the Union Freight Railroad and the Channing Home. He lives at 285 Clarendon st, Boston.

CURLEY PAYS VISIT TO MRS PUTNAM

Harvard President's Sister Aided Tercentenary

Mayor Curley, this afternoon, before leaving Boston for New York, to sail on his European trip, made a personal visit to Mrs William Lowell Putnam, 49 Beacon st, sister of Pres A. Lawrence Lowell of Harvard University.

Mrs Putnam did much to make the tercentenary celebration such a great success last year.

ATTY. HALL NAMED TO LIBRARY BOARD

John L. Hall of 285 Clarendon street of the law firm of Choate, Hall & Stewart, was today named by Mayor Gurley a trustee of the Public Library to fill the vacancy caused by the resignation of Gordon Abbott.

TRANSCRIPT 5/8/31

White Trustees Pay Honor to George Phelan

Herbert Parker Delivers Eulogy of Manager of City's Great Benefaction

An eloquent tribute to the life and services of the late George E. Phelan, manager for the trustees of the George Robert White Fund from 1922 to 1930, was written by Herbert Parker, member of the board, and inscribed in the records at yesterday's meeting. Mr. Parker knew Mr. Phelan intimately, admired his high integrity, his impressive personality and his ability in real estate management. The eulogy reveals Mr. Parker at his best. It is as follows:

"The earliest acquaintance of many of us with our late and lamented associate, George Edward Phelan, was through what we may call 'the hospitalities' incident to the administration of urban real estate. We thought ourselves guests, rather than mere tenants, as we became occupants of the buildings within his field of direction. His cheerful and interested solicitude for our comfort, enlisted a loyalty to him, even more stable and constant than the structures of steel and concrete which house the myriad workers of our city days. The qualities that gave him prominence, even supremacy, in his chosen field of business enterprise, were not the developments of ambition for success and employment alone, where sharpest competition has always obtained. His purpose and his power sprang from the inherent qualities of a warm-hearted regard for his fellow men. Naturally then, the buildings under his charge became the households of his friends. There has never been in the happy thought of any one who has known him in the world of affairs, a more distinctive or more competent influence in the sound developments of Boston real estate interest than his.

"To no more capable, better trained, or more sympathetic hand than his could have been committed the detailed appropriations of the munificent resources, and the advancement of the high and generous purposes of the White Fund. He knew the life of this great city, its tragedies, its sufferings and its joys. He had high faith in its happy and prosperous future. He gave quick ear to the cry of the children, and through the opportunity of the service of his later days, he became their foster parent, their friend and their protector. The greater vigor of mind and body of the rising generation of our city youth will bear living and lasting testimony to his foresight, and his sincere humanities, revealed in his most cherished, supreme, and, as inexorable fate decreed, last life work. He studied and knew the characteristics, the temperaments, of each of the many communities making up our complex metropolitan life. He learned the habits of thought and the traditions of the later comers to our shores. He knew how, through intelligent kindliness, to gain their confidence, and how to promote their better domestic hygiene, without intruding upon their family privacies, or impairing their self respect by ostentatious charities.

"His counsels at our board meetings were safest guides toward the realization of the humane purposes of the founder of our trust, in providing for the teaching and maintenance of the benefits of healthful childhood, and safeguarding the cradle from the perils of infantile disorders and disease.

At Work At Fifteen

"George Phelan, as we were wont to call him, in the companionship of our affection, and as he was known throughout the world of business Boston, was born in old Cambridge, May 20, 1871. Without opportunity for much academic education, and at the age of fifteen years, he entered into the employment of the late Charles E. Cotting, of Boston, a relation which continued for twenty-eight years. From this association, Mr. Phelan gained invaluable instruction and experience, through observation of the methods of business of one of the most astute, energetic and accomplished real estate managers Boston has ever known, who extended to his younger associate the intimate confidence which his fidelity and capacity had well warranted.

"In 1915, the late John Mason Little enlisted the services of George Phelan, who was then recognized as high authority in the matter of real estate constructions and investments, to aid in the planning and erection of the imposing Little Building which has so well justified the estimates of its projectors. As evidence of his confidence, Mr. Little made his associate a trustee of the John Mason Little Estate, a service which Mr. Phelan well and wisely discharged up to the moment of his death.

"He was, by selection of the Mayor, and with the hearty approval of the trustees under the will of George Robert White, appointed manager of the trust estate, created by that eminent and benevolent Boston citizen, who dedicated the largest part of his great wealth to the amelioration of human suffering, and for the better and happier living of the people of the city he loved, who needed, but could neither ask, nor scarce dare ever hope for such beneficence, in which doubtless the generous donor had, and has, as we believe, happiness, real and deserved, as great as that of the succeeding generations of his beneficiaries.

"There was always in the demeanor of our friend a virile charm, an animated enthusiasm, a zealous devotion to the duties he had undertaken that stimulated his associates to their best efforts, for the highest accomplishment of their united energies.

No Thought for Himself

"None of us will ever forget his cheery, breezy speech, his spirited gracious presence that infused into our official deliberations something of his own happiness in the promotion of what was to him a singularly exalted public service.

"We never knew that he had thought for himself. His own cares and anxieties incident to every human life, he carried in his own heart, nor asked others to bear them with him. Bravely, and with head erect, he mingled with and led his fellows in response to every call of true patriotism, in war as in peace. In the seclusion of his own courage, and with a splendid and unfaltering fortitude, he resisted to the last the inevitable and inexorable progress of an ailment that brought him into the valley of the shadow of death on the twentieth day of May, in the year 1930, yet that shadow lifts and passes in the eternal light of his good deeds and of his faith and love."

CURLEY FOR GOVERNOR?

[From the Worcester Telegram]

The report that Mayor Curley of Boston has begun active campaigning for the Democratic nomination for governor in 1932 gives prominence to the story, current for some time among politicians, that Governor Ely intends not to seek a second term. Incredible as is the story of the governor's intention to retire, even more incredible would be the action imputed to Mayor Curley, if the story has no basis in fact.

Why Governor Ely should decide thus early that he will not be a candidate next year is a mystery. So far he has been a good governor and there is no reason for thinking that as the months go by his performance will deteriorate. He has displayed notable tact in his dealings with the Republican Legislature. Though his emergency relief program has been cut and altered appreciably, it is by no means certain that his popularity has not been enhanced in the outcome. His program, conforming in essentials with that of President Hoover in the nation and of Mayor O'Hara in this city, had widespread support among the people of the Commonwealth. Nevertheless, of course, Mr. Ely may have personal reasons which outweigh political considerations.

If, however, the story of the governor's plan to withdraw has no basis in fact, and if Mayor Curley has taken the field regardless of whether the governor may or may not choose to run again (as indeed one of his friends has declared), then the Boston burgomaster is guilty of colossal effrontery. With the mayor given credit for every good point which can on any ground be attributed to him, it remains inconceivable that Massachusetts Democrats, that Boston Democrats, even, should prefer him, an almost certain loser, to Mr. Ely, whose chances of winning must be rated—at this time anyway—as greater by far than those of any other Democrat.

Unless the governor does intend to step down and the mayor has been apprised of the fact, the circumstances, as revealed at the moment, furnish justification for refusing to take the Curley candidacy seriously. And one of the circumstances—the mayor's belief, as expressed by those who claim to speak for him, that William S. Youngman as the Republican nominee would be an easy antagonist to defeat—gives reason for the surmise that the reported Curley foray is designed not so much to hurt the Democratic Mr. Ely as to help the opponents of the Republican Mr. Youngman in his party primary.

TRANSCRIPT 5/8/31

Ely Nearing Crisis with His Followers

Boston Democrats Vow They Will Pass Laborers Bill Over Expected Veto

By Richard D. Grant

The relations between Governor Joseph B. Ely and Boston Democratic members of the Legislature, strained somewhat through the crossing of wires during consideration of a number of important matters, including the proposal to reduce the are limit of the Old Age Assistance Act and the governor's several shifts on the Boston Elevated problem, were given another stiff twist today when it became known that the governor intends to veto the bill recently passed, doing away with the necessity of physical examinations under the classified labor service in Massachusetts cities.

When the House convened this morning for its customary short Friday session, a message from the governor was read in, recommending immediate enactment of legislation continuing the present civil service rule giving preference to temporary laborers with dependents, who are listed in the classified labor service. This was regarded by some as preparing the way for the veto on the other measure, in that it would give the governor something to fall back upon in the event of criticism that he had failed to respond to the urgent needs of the present unemployment crisis.

One of the most outspoken critics of this legislation is Mayor James M. Curley of Boston, who called at the State House before leaving for New York to sail for Europe, and told Governor Ely that the bill was a bad one and ought not to be allowed to become law.

Even before this, however, the governor evidently disapproved of the bill, as it was "recalled" by the Senate a few days ago in accordance with the gentleman's agreement existing between the upper branch and the executive by which certain inconsistencies or objectionable features are sometimes ironed out at the governor's request, or to give him more time to make up his mind. The significant thing is that it was sent back to him the same day by the Senate without change. It looks as if President Bacon had at last decided to make good his threat to place the responsibility for killing questionable legislation instituted by Democrats in the House upon the shoulders of Governor Ely, their leader.

"This bill would eventually have a very demoralizing effect upon the maintenance of a fair minimum wage not only among city employees but others in the same class throughout the Commonwealth," the mayor declared, while waiting for an audience with the governor. "Abolishing the physical requirements would open the doors to all kinds of persons lacking the physical qualifications to perform their tasks, make it necessary for the able few to do all the work and, in the end, take us back to the old contract labor system, under which workers were paid only $1.50 or $1.75 a day, instead of the average of $5 they now get and which I think is a very fair wage for unskilled labor."

Democrats Displeased

A veto by Mr. Ely, however, is not the most popular course he could pursue, having in mind the feelings of his fellow Democrats in the House and Senate who have worked hard to bring about passage of the measure. Senator James J. Twohig of South Boston, Representative Leo M. Birmingham of Brighton and others saw red when they heard that the governor intended to send in a veto and declared that they and their associates would vote to override the chief executive's objections.

"It is about the worst thing Governor Ely could do at this time," said Senator Twohig. "Here we've been plugging to put this bill over and now, after we've done it, he is going to throw it out the window."

Further significance is attached to the situation, particularly as it relates to the interest of Mayor Curley, in view of the widespread belief that the mayor will be a candidate for governor in the 1932 primary against Mr. Ely. Some of the Democrats think the governor may have been influenced by this consideration, visualizing the dynamic Curley charging him from the stump a year hence with having let down the bars to persons who could not possibly qualify for heavy work under private employment.

Apart from the political aspect of the matter, the general opinion seems to be that the mayor's stand is the right one if the measure would result in the conditions pointed out by him. The bill, numbered House 1564, was substituted in the House April 22, for another bill of slightly different language that had been ordered to a third reading.

Bill in Amended Form

The measure in its amended form reads:

"Chapter thirty-one of the General Laws is hereby amended by inserting after section fourteen the following new section:

"Section 14A. No applicant for employment in the classified labor service in any city having such a service shall be required to submit to any physical examination for the purpose of determining his fitness for such employment unless such examination is requested by a vote of the City Council, effective at the time of making requisition for the certification of a list for the position to be filled."

This is the first time that a bill having strong Democratic support, excepting of course the special financial and budget bills recommended by the governor, has been placed on his desk. The Senate has killed a great many measures sent along by the House after substitution for adverse committee reports, most of which it was agreed by the sponsors themselves might embarrass the governor if he should have to decide their fate.

Case of "Small Potatoes"

While there are a few members who thought that if the Republican leaders of the Legislature were intending to use this chance to force the governor's hand, it was a case of "small potatoes," and not to be compared with the advantages of "going to the mat" with him on a really big issue, there was ample evidence that most of the Democrats, nearly all of whom represent city districts which would be affected by the proposed change in law, would vote to override the veto.

What the effect of this move, if successful, would be on the course of future legislation was a large topic for speculative discussion at the State House today. There is no doubt, however, that, even if the expected veto is not overridden, a definite break between Governor Ely and a large group of his supporters is bound to come.

Representative Birmingham, titular House leader, who has been practically ignored by the chief executive in recent weeks, as far as legislation in concerned, is lining up votes against the veto. Representative Frank E. Rafter of Salem, who represented Mr. Ely on the House floor while the emergency road and building bills were under fire, has no desire to be Democratic leader and Representative Edward J. Kelley of Worcester, the former floor leader and a strong supporter of the kind of labor legislation the governor is not anxious to have brought before him for signature, is in the same relative position as far as leadership is concerned.

The fact is that Governor Ely has been the real leader himself almost from the day he took office. He has little in common with the Boston Democrats except the commonsense theory that in union there is strength. Up to now, he has succeeded very well in preserving a unified if somewhat disgruntled, esprit du corps. Whether he can continue to crack the whip once his followers have gotten out of hand is something that many are bold enough to doubt.

HERALD 5/8/31

DINNER AND RECEPTION TO CHARLS L. WINSTON

Plans have been formulated and are under way for a reception and dinner on Tuesday evening, May 26, at the Copley-Plaza, in honor of Charles L. Winston, New England division manager for the RKO theatres, who returns to Boston and his desk after a five months' illness. A general committee of 100, selected from theatre and motion picture circles, is headed by Joseph H. Brennan as chairman, with the assistance of James J. McGuinness of the Allied Theatres of New England and Al Somerby. The honorary committee includes Gov. Joseph B. Ely, Mayor James M. Curley, Police Supt. Michael F. Crowley, Fire Commissioner Edward F. McLaughlin, Gaspar G. Bacon, Building Commissioner Theodore Roemer, Gen. Alfred F. Foote, Traffic Commissioner Joseph A. Conry, Frank A. Goodwin, Edward P. Barry, John F. Fitzgerald, James H. Brennan and Judge Walter S. Collins.

HERALD 5/8/31

BOSTON TO HULL BRIDGE HIGHWAY PLAN COMPLETE

Mayor Assured Financial Backing if Legislature Approves

COST ESTIMATED AT $20,000,000

Tolls Expected to Retire Bonds to Be Issued for Construction

A toll bridge highway from Boston to Hull, the financial backing of which has been assured Mayor Curley, has already been planned in detail and now lacks only the necessary legislative action and the sanction of the war department for the spanning of Boston harbor.

THE ESTIMATED COST IS $20,000,000

Unlike the low level structure with drawbridges previously proposed to the Legislature, the present proposition calls for a high level bridge with a height of 155 feet above the main ship channels, affording ample space for the largest ships that can navigate the channels.

The plans, prepared by Frederic H. Fay, chairman of the Boston planning board, provide for the toll highway to start at the Boston end with a bridge from Columbus circle, South Boston strandway, over Dorchester bay to Squantum bay, with a structure as high as Brooklyn bridge. The next bridge will be from Squantum head to Peddock's island, followed by a bridge from there to Bumpkin island. A causeway from the latter island to Nantasket at a point near the steamboat landing, completes the project.

Mr. Fay will appear before the Boston chamber of commerce this afternoon to explain the project. The New York backers will be in Boston next Monday and confer with the local backers in Mr. Fay's office. On Tuesday the proposition will be outlined before the legislative committee on highways and motor vehicles, before whom is pending the necessary bill to permit the carrying out of the project.

LOCATION CONVENIENT

The location is considered ideal with its connection at the Boston end with the Strandway and the Southern artery, and its connection at Nantasket with the new back state road, now under construction, to connect with Hingham.

Speaking on the proposition last night, Mr. Fay said:

"This year new interests in New York are standing back of the South Shore group that have previously advocated such a project, the finest and strongest backing that could be asked for.

"Such a toll bridge highway would not interfere in any way with the development of the port of Boston. Further, it would not interfere with pleasure craft or other small boats, as they would be able to pass under the bridge at any point where the water makes the craft navigable."

The present proposition is entirely in accord with the recommendation of the special commission appointed by the Legislature last year to study the proposal of establishing a highway across the harbor to Hull. This commission, Mr. Fay pointed out, was unanimously opposed to the proposed low level structure with draw bridge, and recommended the construction of a high level highway by private capital and enterprise.

Mr. Fay further pointed out that the erection of big bridge or tunnel projects by private interests, is no new thing, as many of the recent bridges and tunnels in New York have been thus erected as well as the recently completd bridg across Lake Champlain.

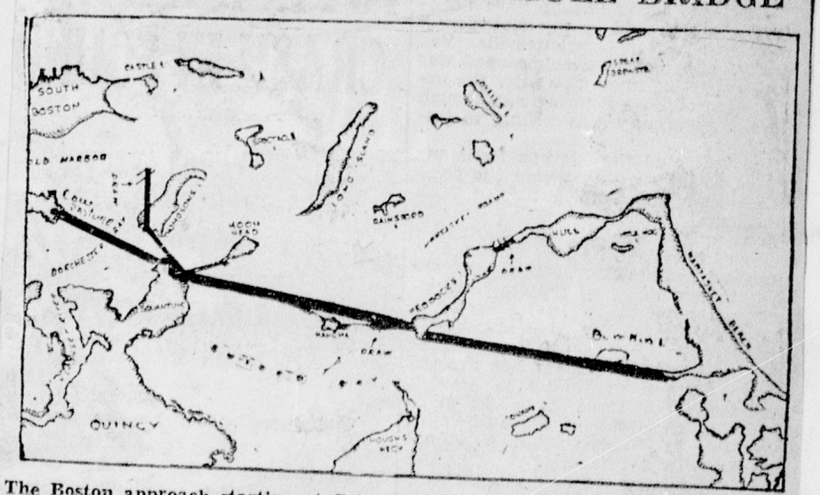
Under the proposed plan, the private interests will issue bonds to pay the costs of construction and will charge toll to provide revenue to take up these bonds. When the bridge is finally paid for, it becomes the property of the state and will be a free highway.

In most places the bridge structures will be 20 higher than Brooklyn bridge, and there seems to be little question of the war department granting its sanction.

The toll cost, Mr. Fay said, he was unable to announce at this time, but he expressed the opinion it would be something between 50 cents and $1. The highway, he said, would afford travel for 60,000 vehicles a day and the distance could be covered in less than 20 minutes. At present to make Nantasket from Boston takes from 60 to 90 minutes.

Town officials and business men of South Shore towns have already voiced their hearty approval of the project. In fact for the last several years they have been urging such a series of bridges across the harbor, providing the shorter connection between the South Shore and Boston.

PROPOSED ROUTE FOR HULL BRIDGE



The Boston approach starting at Columbus Circle, the first span would be from the pumping station at the Cow Pasture to Squantum Head, the second from Squantum to Peddock's Island, the third to Bumpkin Island, and a viaduct to Nantasket.

HERALD 5/8/31

MAYOR PREDICTS 4-DAY SAILINGS

Will Attempt to Have Liner Bremen Make Test Run From City

TO MEET PRESIDENT OF LINE IN NEW YORK

By JAMES GOGGIN
[Special Dispatch to The Herald]

NEW YORK, May 7—Mayor Curley tonight is confident that either the Bremen or Europa, sister queens of the Atlantic liners, will be assigned to prove that by using Boston as an American port fast ships can cross the Atlantic in four days.

On the eve of his departure to Europe for a vacation, he is devoting a great deal of his time here to one of his principal interests, that of making Boston a leading port of the United States.

Tomorrow he will confer with Dr. Philip Heineken, president of the North German Lloyd Steamship Line which operates the Bremen and Europa. He will point out the time to be saved by having the fastest liners in the Atlantic service stop at Boston. He will also point out the advantage to be gained from the plane and railroad connections which he has been discussing for months.

One of his strongest arguments will be that Boston is 200 miles, the equivalent of half a day's travel for a fast liner, nearer Europe than New York. Boston's connection with transcontinental air lines will make it possible to travel from Chicago to Europe in four and a half days.

Under the plans which he has outlined, American and British transoceanic steamship lines will soon be building vessels far swifter and larger than any now afloat, making possible a great saving of time should Boston be adopted as their western termini.

He will emphasize also the probability that fast boat trains connecting Boston with the middle West and other important centres of travel would serve to expedite and increase transatlantic travel in the future.

Tonight he said he is sure that Dr. Heineken would be willing for the Bremen or Europa to make a test crossing from Boston to her regular European ports of call.

Mayor Curley will sail on the French liner France at 3:30 P. M. tomorrow. He and the members of his party will occupy the presidential suite. Sailing with him are his daughter, Miss Mary Curley; her companion, Miss Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr., and City Treasurer Edmund L. Dolan.

In his party tonight were his sons, Leo and George Curley, Thomas J. A. Johnson, Miss Mayline Donnelly and J. Walter Quinn.

He left Boston in a hurry tonight on the first leg of a six weeks' vacation trip which will take him to England, Ireland, France and Italy.

His departure from the Back Bay station, where several hundred cheering friends wished him bon voyage, was so hurried that but for the assistance of trainmen he would have missed the train.

Cameramen insisted on snapping the mayor and his daughter beside the train, and while they were issuing orders which the mayor graciously obeyed, the cars started to move. Conductors and other train employes helped him aboard.

En route to this city the mayor spent two hours completing municipal business which he was unable to handle during the day. His secretary, Cornelius A. Reardon, worked with him.

Contracts which he approved included: Construction of the Charlestown junior high school, Matthew Cummins Company, $543,800; sewerage works in Centre street, West Roxbury, V. J. Grande, $20,033; paving East Eighth street, South Boston, and Adams and Park streets, Dorchester, J. A. Sigmarella, $31,716; paving, Maverick and Tyler streets, East Boston, Dooley Brothers, $17,600.

His conference with Dr. Heineken is the only business appointment he has for tomorrow.

As representative of American mayors Mayor Curley will speak at the Colonial exposition at Paris and later the party will spend eight days in Rome, where Premier Mussolini will receive the mayor. He expects to return to Boston June 16.

Joseph McGrath, of the city council, will be acting mayor until Mayor Curley returns.

Before leaving the city, Mayor Curley said if the city council would make two minor changes in the recently adopted ordinance making it a criminal offence to operate a radio between midnight and 7 A. M., audible 100 feet distant, he would approve it. The mayor objected to the phraseology, which it makes easy, he said, for a policeman with a grudge to bring complaint against the owner of a radio and occupants of the building in which it is operated.

CURLEY APPOINTS 5 TO WELFARE POSTS

Five additional permanent visitors in the public welfare department were appointed by Mayor Curley yesterday. They are Miss Rose M. Coughlan, 142 Tyndale street, Roslindale; Augustin D. Mulvey, 2 Cambridge terrace, Brighton; William F. Lally, 40 Forest street, Roxbury; Joseph Foley, 9 Lincoln Park street, South Boston, and William Phipps, 50 Harriet street, Brighton.

Another appointment was that of John H. Maloney, Jr., 15 Summer street, Dorchester, as a physical instructor in the park department.

POST 5/8/31

BON VOYAGE

The Hon. James M. Curley, Mayor of the city of Boston, sets sail today on a voyage of rest and exploration. For a number of weeks he will be the formal representative of this city, especially at the great Colonial Exposition in Paris. Few men could be unofficial envoy to foreign countries more eloquently or efficiently.

The Mayor deserves the change that such a trip will give him. He has been a hard and tireless worker in the municipal vineyard, and, to add to the burden, have come great sorrows. They will not leave his mind wholly, but in the new scenes and cities through which he passes he can find some surcease of trouble.

The Post wishes for the Mayor a happy and enjoyable experience abroad and a safe return to the place of his birth. That wish can be no better expressed than by the two words: BON VOYAGE.

CURLEY TAKES SIDES WITH RHODE ISLAND

NEW YORK, May 7—"I believe that the report of the Rhode Island delegation offers real hope for a solution of the railroad problem and for the development of competition that will be a benefit to New England and will result in the regeneration of the port of Boston," said Mayor Curley here tonight.

"It will be contended that there is danger in a number of trunk lines operating in New England, but more than 20 trunk lines centre in Seattle and Portland, Ore., and as many centre in New York without injury and with benefit.

"The majority report offers but little hope of that degree of competition which is essential to the best interests of New England and Massachusetts. I sincerely trust that the minority report will be adopted."

MAYOR GIVES 102 MEN JOBS

$30 a Week Until They Are 70, Then Pensions

Mayor Curley late yesterday appointed 102 men with families to work in the Public Works Department as laborers at $30 a week. Provided they keep out of trouble, they will hold the jobs until they reach the age of 70 and will then be placed on the pension list at half pay as long as they live.

The men will start work immediately on the construction programme which the Mayor laid out for the Public Works Department, including the building of new streets and the maintenance of the old ones.

Post 5/8/31

CURLEY DEPARTS FOR TRIP ABROAD

Friends Bid Mayor's Party Goodby At Back Bay—Group Will Sail Today on Liner France

CITY TREAS. DOLAN, MISS MARY CURLEY AND THE MAYOR LEAVE ON EUROPEAN TRIP.

Mayor James M. Curley, accompanied by his daughter, Mary, and City Treas Edmund L. Dolan, left the Back Bay Station at 5 o'clock yesterday for New York city on the first leg of his trip to Europe that will keep him away from his official duties for at least six weeks.

Miss Loretta Bremner of Chicago, who was the fiance of the late James M. Curley Jr, was to join the party in New York last night.

Whitfield Tuck Leads Cheer

Mayor Curley and his party were given a warm sendoff by a big gathering. At his own request, there w re no ceremonies at the station. Enthusiasm got the best of Whitfield Tuck of Winchester and he called for three cheers for Mayor Curley, "The greatest Democrat in New England." They were given.

Mayor Curley planned to stay at the Ritz-Carlton in New York city last night and will sail at 3:30 o'clock this afternoon on the steamer France, for Plymouth, Eng. The Mayor's party will first visit Boston, Eng, where they will be guests of honor at a big reception planned by the officials who were guests of this city during the Tercentenary celebration last year. The party will also visit London, Ireland, Paris and Rome. The Mayor will be thte recipient of honors in France, whose special guest he is, and in Rome, where he will be greeted by Premier Mussolini. He expects also to have an audience with the Pope.

McGrath Takes Charge

Mayor Curley and his daughter and Mr Dolan appeared in fine spirits at the station. The Mayor had cleaned up practically all city affairs before he turned over responsibility to Joseph McGrath, president of the City Council.

The Mayor's two boys, George and Leo Curley, were at the station to say goodby to their father and sister, as were Gen and Mrs Edward L. Logan, Col Thomas Sullivan, chairman of the City Transit Commission, and Corporation Counsel Samuel Silverman.

Thomas J. M. Johnson, director of municipal celebrations, who had originally planned to accompany the Mayor, was also on hand. Business duties prevented Mr Johnson from taking the extended trip at this time.

Before his departure the Mayor made a personal visit to Mrs William Lowell Putnam, 49 Beacon st, sister of Pres A. Lawrence Lowell of Harvard. Mrs Putnam did much to make the Tercentenary celebration last year a success.

Conferences All Day

The Mayor was busy during the day clearing up the last odds and ends of municipal affairs. He conferred with Corporation Counsel Silverman, Commissioner of Public Works Rourke, Supt of Buildings Englert, members of the Board of Library Trustees, Street Commissioner Thomas Hurley, Park Commissioner Long and Dr John C. Dowling of Boston City Hospital.

He announced the appointment of William Phipps, 50 Harriet st, Brighton; Joseph Foley, Lincoln Park st, South Boston; Rose M. Coughlin, Tyndale st, Roslindale; William F. Lally, 40 Forrest st, Roxbury, and Augustin D. Mulvey, 2 Cambridge terrace, Brighton, as visitors in the Public Welfare Department.

The Mayor approved the appointment of Grav & Heffernan as architects of the Administration Building for the Transit Department, at the Boston end of the traffic tunnel.

The Mayor also said he would send back to the City Council, Robert Gardiner Wilson Jr's anti-loud speaker ordinance, with the suggestion that two minor changes be made, after which he would then approve it. The ordinance would make it an offense to operate a loud speaker so that it may be heard a distance of 100 feet, between the hours of midnight and 7 a m. In its present form, everyone in the room from which the sound was coming could be arrested and the police officer would be given too much power, the Mayor believes.

RECORD 5/8/31

Bound for Continent

Leaving Hub,

to get along for awhile with a "temporary mayor," Mayor James M. Curley yesterday boarded a train at Back Bay station, with his daughter, Mary, shown with him, to go to New York to board French Line steamer Paris which will carry him on two months' overseas journey.

MAYOR WAVES ADIEU, SAILS ABROAD TODAY

Several hundred friends, including heads of the various city departments, waved adieu to Mayor Curley last night when he left by train for New York where he is to sail today for Europe as the guest of the French line.

The mayor and his party will land at Plymouth, where he will deliver an address, and then proceed to London and Galway, where his father and mother were born. He will then go to Paris.

Accompanying the mayor were his daughter, Mary, and City Treasurer Edmund Dolan. Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr., will join the party in New York.

TRAVELER 5/8/31

CURLEY PARTY SAILING TODAY

Mayor Striving to Get North German Lloyd to Use This Port

NEW YORK, May 8—Mayor Curley sails on the French liner France this afternoon for Europe for a month's vacation. Before sailing, he expected to confer with Dr. Phillip Heinken, president of the North German Lloyd Steamship Line, concerning the possibility of the Bremen or Europa using the port of Boston, making it possible for such fast ships to cross the Atlantic in four days.

The mayor and his party, which includes his daughter, Miss Mary Curley, Miss Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr., and City Treasurer Edmund L. Dolan. They will occupy the presidential suite.

The mayor is much concerned with making Boston a leading port of the country. He has arguments in favor of such a plan.

One of his strongest arguments will be that Boston is 200 miles, the equivalent of half a day's travel for a fast liner, nearer Europe than New York. Boston's connection with transcontinental air lines will make it possible to travel from Chicago to Europe in four and a half days.

Under the plans which he has outlined, American and British transoceanic steamship lines will soon be building vessels far swifter and larger than any now afloat, making possible a great saving of time should Boston be adopted as their western termini.

He will emphasize also the probability that fast boat trains connecting Boston with the middle West and other important centres of travel would serve to expedite and increase transatlantic travel in the future.

His departure from the Back Bay station, where several hundred cheering friends wished him bon voyage, was so hurried that but for the assistance of trainmen he would have missed the train.

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En route to this city the mayor spent two hours completing municipal business which he was unable to handle during the day. His secretary, Cornelius A. Reardon, worked with him.

Contracts which he approved included: Construction of the Charlestown junior high school, Matthew Cummins Company, $543,800; sewerage works in Centre street, West Roxbury, V. J. Grande, $20,033; paving East Eighth street, South Boston, and Adams and Park streets, Dorchester, J. A. Signarella, $31,716; paving, Maverick and Tyler streets, East Boston, Dooley Brothers, $17,600.

His conference with Dr. Heineken is the only business appointment he has for tomorrow.

As representative of American mayors Mayor Curley will speak at the Colonial exposition at Paris and later the party will spend eight days in Rome, where Premier Mussolini will receive the mayor. He expects to return to [illegible]
June 16.

Post 5/8/31

RUNNING START FOR THE MAYOR

Delayed by Well-Wishers, Forced to Dash for Moving Train on First Leg of Trip to Europe

MAYOR CURLEY OFF FOR EUROPE

Photo shows Mayor Curley as he left the Back Bay station last night with his party on the first leg of their trip to Europe. Behind the Mayor is his daughter, Miss Mary Curley, and in rear, City Treasurer Edmund L. Dolan.

Off on his first trip to Europe, Mayor Curley with a running start boarded the 5 o'clock express out of the Back Bay station last night for New York to sail at 3:30 o'clock this afternoon on the liner France, bound for Ireland, England, France and Italy, as the official guest of the French government.

HAS TO RUN FOR IT

A crowd of more than 500 relatives, friends and public officials, who crowded the station platform, all but separated the Mayor from his party with a round of handshakes. The train started on the split-second and the Mayor was forced to run for it, making the grade after a short dash. Innocent passengers crowded the entrance to the moving car, but the Mayor gripped the hand-rail and got a toe-hold on the lowest step as the throng gasped.

The Mayor's daughter, Miss Mary Curley, and City Treasurer Edmund L. Dolan had already boarded the train while the Mayor was obliged to acknowledge the lingering wishes for a "bon voyage." At the Ritz-Carlton Hotel at New York, they planned to meet Miss Curley's college classmate, Miss Loretta Bremner of Chicago, who will be the fourth member of the party.

Given Lively Reception

The send-off at the Back Bay station developed into a lively reception for the Mayor and his party. The waiting room was crowded with well-wishers. Led by Whitfield Tuck, the crowd shouted, "Three cheers for New England's best Democrat," as the Mayor entered the station.

Until the Mayor returns home in time for the opening of the Bunker Hill anniversary celebration on the eve of June 17, President Joseph McGrath of the City Council will serve as acting Mayor at City Hall, and Assistant Cashier Arthur F. Swan will serve as acting city treasurer.

Under the city charter, the acting Mayor will have the powers of the Mayor "only in matters not admitting of delay." Specifically, the charter warns that this does not give him the authority to increase the city's force of permanent employees.

LIBRARY TRUSTEES

The city lost the services of an accomplished, gracious gentleman when, against the urging of the mayor and fellow-trustees, Gordon Abbott felt constrained to decline a reappointment to the board of the Boston Public Library. He gave generously to it of his time and thought. It is a far better system, physically and otherwise, than when Mayor Nichols named him five years ago.

In appointing to the vacancy John L. Hall, head of the firm of Choate, Hall and Stewart, and a leader of the New England bar, Mayor Curley has also made an admirable choice. A city which can draft men of this kind for work which entails considerable drudgery, from which the only return is a sense of having made unselfish efforts to improve the community, is to be envied.

Both Mr. Abbott and Mr. Hall approached their trusteeships after serving as prentice hands on the examining committee. Although little is heard of this group, it is one of the most important factors in the system. It is named annually. It has complete liberty to examine every aspect of the library, from the budget to the condition of stairways at branch libraries. The roster of this committee and of the board of trustees since 1852 contains the names of outstanding leaders in the things which make a big city a great one.

Ghore 5/9/31

SEES EUROPE FOUR DAYS FROM HERE

Mayor Curley, on Eve of Sailing, Says North German Lloyd Is Interested in Boston Plan

By ROGER BATCHELDER

NEW YORK, May 8—Sailing for Plymouth, Eng, on the liner France this afternoon, Mayor James M. Curley of Boston said that as a result of conferences here with officials of the North German Lloyd Line, he has high hopes of seeing four-day crossings of the Atlantic inaugurated direct from Boston.

North German Lloyd officials, the Mayor said, were interested in Boston railway facilities at the Boston piers, and the development of an air terminal at East Boston.

The Mayor pictured the Bremen and the Europa using Boston as a port instead of New York, and saving Chicago passengers a day and a half and New York passengers a day by eliminating 250 miles of ocean travel.

Four Days Away

Present also at the conference with German steamship officials were Col Thomas J. Johnston and Charles E. Ware of the Port Authority.

With both planes and steamer-train connections at Boston with New York and the West, the Mayor argued, New York should be only four days and four hours away from Europe, with Chicago 4½ days away.

"We talked the matter over briefly," declared Mayor Curley, "and from the interest that I found I am encouraged to make a survey of European port conditions and hold conferences with European steamship men.

"I asked these New York officials to come to Boston May 19 to consider the feasibility of trying out our idea, with a view to the ultimate establishment of four-day sailings. They agreed to come, and later after my return we shall have another chat.

"My argument to them was that Boston was about 250 miles nearer to Europe than any other American port on the Atlantic Coast, and that we believe that if the North German Lloyd or some other company saw fit to establish that sailing it would prove extremely advantageous to the port of Boston.

"I pointed out that we are the only port on the Atlantic Coast that has the convenience of railway and steamship facilities alongside the piers. Trains can pull into Commonwealth pier now and also on the Army pier. This would make it possible, we suggested, for a person on a four days' sailing to reach Chicago from Europe in a day and a half less than the present time, and to reach New York with the saving of a day.

Appear Interested

"The men of the German line were particularly interested in my announcement that we were expending $16,000,000 for the development of a traffic terminal in Boston. It will be possible for the person flying from Chicago or anywhere in the Mississippi Valley to reach Europe in much reduced time—a tremendous business advantage, and we are very hopeful that the North German Lloyd, after the coming conferences, will recognize the wisdom of establishing the service. If they do, we believe that the port of Boston will regain its former standing.

"We discussed the matter from various angles with a view to having them give it their most earnest consideration between now and the next time for discussion."

Mayor Curley said that the idea of another great Atlantic seaport was not new, but that the boat train service, such as that to London, Paris and other continental cities might be duplicated here, with particular benefit to Boston.

When asked why he had selected this particular line, and whether it had followed conference with men of other companies, he said that because of the success of the Bremen and the Europa they first had been approached.

One point on which he was particularly emphatic was that he wanted more Boston express boats of the future to stop at some port of the Irish Free State, probably Cobh, and that the talks which he planned with officials of France and Italy would have similar import.

Briefly, Mayor Curley has gone to Europe with the idea in mind of "selling" Boston to Europe. The various railroads, he indicated to the steamship officials, were heartily in favor of the idea, and would furnish every facility that one might expect to all points. There would be definite connections with the New Haven, the Boston & Maine and others, and the Atlantic av elevated might be torn down to effect this.

For Ship Business

"I have several things in view on my trip," he asserted, "but the main thing we are interested in is getting steamship busines, and we are going to get it."

After packing hastily at the Biltmore Mayor Curley called his old friend, Mayor Walker, who wished him bon voyage and immediately shot out a motorcycle escort from Police Headquarters. By the time that the Mayor had handed over his things to the porters, a sergeant appeared and reported.

The trip to the dock with the accompaniment of the motorcycles was made in record time and Mr Curley and his daughter, Mary, had ample opportunity to receive the numerous friends who were waiting for them on the ship.

Among those who escorted Mayor Curley were: Paul, Leo and George Curley, Cornelius J. Reardon, Walter Quinn, Col Johnson and Mr Ware; Samuel Bickford, of New York, and Thomas F. Lockney of Jordan Marsh Company, Boston.

Those sailing with the party included Miss Laurette Bremner, and Edmond L. Dolan, city treasurer.

The trip was made at the invitation of the French Government, who asked him to represent the Mayors of American cities at the exposition which is now in progress. He was also invited by the Irish Free State, not only to talk over the steamship matter, but also to be the guest of honor at the old home of his parents in County Galway.

In Italy he will have a conference with Mussolini, and will undoubtedly visit the Vatican to pay his respects to the Pope.

Another visit, after the landing at Plymouth, the home of the Pilgrims, will take the party to Boston, England, where he will return the call made to him by then Mayor Salter of that community, who made the trip to Boston, Mass, for the Tercentenary celebration last Summer.

To the present Mayor Bagley he will express the best wishes of the Commonwealth. According to his plans, he will return to Boston on June 16.

HERALD 5/9/31

CURLEY ASSURED OF 4-DAY SERVICE BY GERMAN LINE

BREMEN, EUROPA TO SEEK RECORD VIA BOSTON PORT

Mayor Gets Guarantees in New York as He Sails Abroad

WILL SEEK OTHER BUSINESS AS WELL

Hopes to Interest Mussolini And Chief of Irish Free State

By JAMES GOGGIN
[Special Dispatch to The Herald]

NEW YORK, May 8—Mayor Curley took with him to Europe today the unqualified agreement of German steamship line offcials to inaugurate a four-day service, this year, between Boston and Europe, as well as the hope that he will succeed in his plans to enlist the active co-operation of the Irish Free State and of Premier Mussolini of Italy in the regeneration of the port of Boston.

In the absence of President Philip Heineken of the Consolidated German Lines engaged in transatlantic passenger and freight service, other executive officers guaranteed Mayor Curley that they will either assign the Europa or Bremen to attempt a record crossing from Boston to Cherbourg in midsummer. They also agreed to confer in Boston June 19, with the mayor, the port authority and representatives of the railroads, about the establishment of a permanent and regular service based upon the spanning of the ocean in one day less than the fastest time which has ever been made to or from New York.

MONTREAL AS COMPETITOR

"Unless either the German lines or some others awake to what British lines, in conjunction with the English and Canadian governments are doing, and make a crossing possible in less than four and one-half days, the steamship lines will realize in the not distant future that Montreal has become the most popular port in North America," said the mayor.

"The governments of the provinces are advertising the attractions of the trip down the St. Lawrence river, and the Canadian railways are already attracting patronage to their Atlantic steamers by promising a crossing in less than five days.

"New York cannot compete with Boston if speed in completing the ocean trip is to attract patronage; but Boston, because of its advantageous location, can offer more attractive inducements to patrons of ocean liners than Montreal."

The German officials agreed with the mayor that the shortening by one da of the regular running time betwee New York and Europe will permit of very substantial saving in operatin costs and may be the medium whic will attract residents of the mid-west ern states to choose the shortest avail able route to Europe.

Charles E. Ware and Thomas J. A. Johnson of the port authority participated in the conference, and during the absence of the mayor they will arrange for the meeting in Boston, June 19, at which the North German Lloyd Line officials will be prepared to reveal a definite schedule of operation from Boston, if necessary support from the railroads is assured.

Before boarding the French liner France, and acknowledging the farewells of 50 Bostonians, Mayor Curley made this statement to The Herald:

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AMERICAN 5/9/31

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HERALD 5/9/31

CURLEY ASSURED OF 4-DAY SERVICE BY GERMAN LINE

BREMEN, EUROPA TO SEEK RECORD VIA BOSTON PORT

Mayor Gets Guarantees in New York as He Sails Abroad

WILL SEEK OTHER BUSINESS AS WELL

Hopes to Interest Mussolini And Chief of Irish Free State

By JAMES GOGGIN
[Special Dispatch to The Herald]

NEW YORK, May 8—Mayor Curley took with him to Europe today the unqualified agreement of German steamship line officials to inaugurate a four-day service, this year, between Boston and Europe, as well as the hope that he will succeed in his plans to enlist the active co-operation of the Irish Free State and of Premier Mussolini of Italy in the regeneration of the port of Boston.

In the absence of President Philip Heineken of the Consolidated German Lines engaged in transatlantic passenger and freight service, other executive officers guaranteed Mayor Curley that they will either assign the Europa or Bremen to attempt a record crossing from Boston to Cherbourg in midsummer. They also agreed to confer in Boston June 19, with the mayor, the port authority and representatives of the railroads, about the establishment of a permanent and regular service based upon the spanning of the ocean in one day less than the fastest time which has ever been made to or from New York.

MONTREAL AS COMPETITOR

"Unless either the German lines or some others awake to what British lines, in conjunction with the English and Canadian governments are doing, and make a crossing possible in less than four and one-half days, the steamship lines will realize in the not distant future that Montreal has become the most popular port in North America," said the mayor.

"The governments of the provinces are advertising the attractions of the trip down the St. Lawrence river, and the Canadian railways are already attracting patronage to their Atlantic steamers by promising a crossing in less than five days.

"New York cannot compete with Boston if speed in completing the ocean trip is to attract patronage; but Boston, because of its advantageous location, can offer more attractive inducements to patrons of ocean liners than Montreal."

The German officials agreed with the mayor that the shortening by one day of the regular running time between New York and Europe will permit of a very substantial saving in operating costs and may be the medium which will attract residents of the mid-western states to choose the shortest available route to Europe.

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Globe 5/9/31

READY TO START WORK ON GOVERNOR'S ISLAND

Long Says Airport Development Will Begin as Soon as Council Votes Money

News and Notes of What Is Happening In the Field of Aviation

By C. JOSEPH HARVEY

Action on the part of the Boston City Council in appropriating money for the development of Governors Island in accordance with Legislative authority to borrow $1,250,000 beyond the city's debt limit for airport expansion is all that is needed to start work on this important project.

Chairman William P. Long of the Park Department, who will direct the activities, stated last night that he was ready to commence the job as soon as the money was made available. He said that a year's work would be required to complete the development.

The order for the money was presented to the City Council last Monday by Mayor James M. Curley, an enthusiastic booster of the airport and the Governors Island project. As is customary, the matter was referred to the Committee on Finance and may possibly be reported at Monday's meeting.

Chairman Long pointed out that the present area at the airport was at a high point of saturation, and that it was impossible to meet the demands of commercial flyers for additional hangar space because of the already crowded condition of the field.

He said that before the Boston Airport can hope to receive the coveted A-1-A rating of the Department of Commerce, certain improvements must be made. Important among these is the installation of four runways 2500 feet long and 500 feet wide.

"There is plenty of important work to do if we hope to stand out in the front rank of airports in the country," said Chairman Long. "For instance, new runways must be laid out, a platform and electric hoist must be installed handy to the seaplane ramp, and the newly filled land on the southeast part of the field must be cindered and rolled. I am confident that the City Council will do its part to bring about this important development."

AERIAL TRAFFIC PATROL FOR ARMY MANEUVERS

In order to prevent accidents and the detraction of the attention of pilots flying in tight combat or review formations, an aerial traffic patrol of 12 observation planes will police the routes to be followed by the Army Air Division in connection with the field exercises which will start at Dayton, O, next week and extend to Boston. It is estimated that 670 planes of all types will appear in the armada.

Assistant Secretary of War F. Trubee Davison, in charge of Army aviation, plans to keep all non-military planes on the ground at the various airdromes while the division is in the air to avoid accidents.

"Through arrangements made with the Aeronautic Division of the Department of Commerce," said Mr Davison, and the whole-hearted support of private and commercial flyers who understand our problems, the Army Air Corps is reasonably sure to have exclusive right of way over air-lanes in the various areas where demonstrations will take place. This applies, of course, only to the time the division is actually in the air and exempts air-mail and passenger lines engaged in scheduled flight operations.

"We appreciate the true sportsmanship of pilots who are ready to stay on the ground when it might be more pleasant and profitable for them to be in the air when the demonstrations are in progress.

"As a safety precaution against anyone who might violate the agreement to stay on the ground during the reserved period, the Air Division will have a traffic patrol of 12 observation planes which will cruise alongside and above the formations. While these aerial traffic officers will not be able to hand out tickets to those who disobey the orders of the Department of Commerce, they will have a sure method of dealing with offenders by means of cameras which will photograph the numbers appearing on the wings of intruding planes so that there will be no question of identification no matter where those planes may land.

"With respect to ground policing, contacts have been made with city administrations in the various localities to be visited and here, too, we have met with enthusiastic cooperation. It is the desire of the War Department to offer the public every possible opportunity to see the planes on the ground as well as in the air but, in order to protect the public against accidents and to give Army personnel such freedom of movement as is needed in handling flying equipment on the ground, it is necessary to establish restricted zones on the various airdromes beyond which the public is not expected to pass."

GOODWIN SAYS CITY TRADES WITH SON

Wants Price and Quality of Batteries Noted

Fearing there may be some criticism of the city of Boston buying batteries from his son in East Boston, Frank A. Goodwin, chairman of the Finance Commission, yesterday wrote a letter to Philip A. Chapman, superintendent of the Boston Supply Department.

"It has been called to my attention," wrote Mr Goodwin, "that there is more or less talk about the purchase by you of batteries from my son. Of course, he was selling batteries to the city long before you became superintendent, for about 10 years, I think, but the fact that I am chairman of the Finance Commission may form a basis of criticism.

"The amount of busines he does with the city is so insignificant that I suppose I should not bother about it, but in order that there may be no cause for criticism, I am asking you to give particular attention to the prices and quality of batteries purchased."

Mr Chapman said last night that the city has been buying automobile batteries for the Public Works and Fire Departments automobiles for the past 10 years from Fred B. Goodwin.

He said that young Goodwin's prices were from 50 cents to $1 lower than the prices submitted by other bidders on batteries of similar quality. Goodwin guaranteed the batteries, he said, and satisfied the departments using them.

MAY 18 PROCLAIMED AS "BUNDLE DAY" BY CURLEY

Monday, May 18, has been set aside by the Near East Relief Asociation as bundle day. Mayor Curley, prior to leaving for Europe, issued the following proclamation:

"This annual call for aid of the needy has received generous support in the past from the people of Boston and conditions today warrant an even larger measure of generosity. It is bad enough to be in need of food and shelter, but to be unable, because of lack of raiment, to venture forth in quest of food or raiment is even worse."

The Mayor urged the people of Boston to assemble their old clothing and leave the same at the nearest fire or police station on that day and "the city of Boston will undertake delivery which may result in some measure of protection and comfort to the unfortunates in the Near East."

TRANSCRIPT 5/9/31

Will Ask Every Boston Representative to Vote Against Ways and Means Measure

Unjust to Taxpayers

Refuses Even to Discuss Its Merits Unless Section 3-A Is Restored

By Richard D. Grant

Characterizing the elimination from the twenty-eight-year Boston Elevated public control bill, reported yesterday by the House Ways and Means Committee, of that section which calls for extension of the leases from the city of Boston of subways and other rapid transit facilities, as "one of the most outrageous actions I ever heard of," Corporation Counsel Samuel Silverman of Boston today declared that he would have nothing to do with the Elevated authorities or any other parties to the agreement, except to bring every force at the city's command to bear against passage of the bill.

"We will not even sit down and discuss with them the question of whether this form of public control or any other plans that might be suggested for management of the system are good or bad," Mr. Silverman said, "unless Section 3-A, which provides for extension of the leases and contracts on transit facilities is first put back into the measure. I'm going to make it my business to get in touch at once with every Boston member of the Legislature and any others who are interested in helping protect the interests of the city taxpayers and ask them to vote against this unjust, discriminatory and one-sided public control bill.

"There can be no conference with either myself or any other representatives of the city if the leases are not made co-terminate with the period of public control. This outrageous action is one of the worst attempts to deceive the taxpayers of the community and deprive them of their legal rights I ever heard of. The axpayers have put their money into the subways and other rapid transit facilities and are entitled to receive an adequate return on that investment.

"The elimination of Section 3-A would leave them entirely at the mercy of the Elevated Railway, which would be in a position to dictate the rentals they would pay for the use of the facilities. It leaves the taxpayers holding the bag. Without our subways there could be no such thing as the Boston Elevated Railway. Where would they run their cars?

"I drafted that section and, with the approval of Mayor Curley, had it included in the bill submitted by the committee on metropolitan affairs. I showed it to H. Ware Barnum, general counsel for the Elevated, and he agreed that it was all right and in good form. I was thunderstruck when I picked up the paper this morning and read that the section designed to protect the people of Boston had been thrown out entirely. Why, that is the most important consideration in any bill that might be drawn for operation of the Elevated, whether it be public control, public ownership or management by private interests.

"You may safely say that this bill will not go through [illegible]

the command of the city has been exhausted in fighting against it.

"Then aside from the basic question of what kind of control or management is best, the bill is a bad bill anyway. The establishment of a minimum price for the purchase of the common stock at $85 a share in the event of exercise of the option for public ownership is very much in favor of the stockholders of the El. That price is away too high.

Baiting the Public

"The provision that there be no assessments on the district this year to repay the large deficit that already has occurred is likewise a poor plan. It is just a little bait, thrown out to the people, in the hope that public sentiment will support the twenty-eight-year bill. If there is no assessment of deficits on the cities and towns of the metropolitan district this year and no increase in the fares, how about next year? The burden will then be twice as great, assuming that they lose as much money in 1932 as they have lost this year. The district will have to pay that and all in one big lump. It is a deliberate misrepresentation that any fair-minded person can see without great trouble."

Several members of the Legislature who have kept in close touch with the work of both Ways and Means and Metropolitan Affairs Committees, said that the elimination of the section relating to the extension of rapid transit leases left the situation the same as it is today. The present leases, they pointed out, run to 1936 and can be terminated by giving of two years notice by either the city or the Elevated company. They felt that it would be better to wait until the necessity for renewal of the leases, or the making of new ones actually arose, than to make such renewal a part of the control act .

It is almost certain that no proposal to exercise the option for public purchase of the Elevated, under the 1918 Act will be entertained by the floor, despite the strongly expressed opinion of Senator James J. Twohig of South Boston that he is at liberty to move for exercise of the option at any time, simply by offering his motion in the form of an amendment to the existing statute.

As soon as such an effort is made, Representative George A. Gilman of Boston, House chairman of the Committee on Metropolitan Affairs, or someone else who favors the public control measure, will raise a point of order, based on the contention that, since nothing but public control was mentioned in the petition for legislation or in the governor's inaugural address, on which the bill was partly based, and that, therefore, any other proposition is outside its scope. When Representative Gilman gave notice of his intent to do this a few days ago there were many who doubted whether he could "get away with it." Since that time able parliamentarians and legal authorities who have been consulted have given favorable opinions upon it. The actual rulings will have to be made, of course, by President Bacon and Speaker Saltonstall.

Public Ownership Dead Issue?

With this in mind, one might say that public ownership is a dead issue, but it would be possible for the purchase group to block the control bill by refusing to vote for it provided they have enough votes or by insisting on changes that would not meet with the approval of other interested parties, and thus throw the whole thing up in the air again, possibly leaving decision up to the next annual session, by which time an out-and-

introdticed.

As a matter of fact, the group of Democratic leaders for public ownership in the House, comprising Representatives John V. Mahoney, Owen A. Gallagher and William H. Doyle, fully cognizant of the fact that their desires may be defeated by Mr. Gilman's point of order, are not depending too much on the chance that the point may be overruled, but are planning a course of action that may crystallize in a fight over the minimum price of $85 to be paid for the Elevated common stock if and when the district takes over the railway.

There is nothing in the world to stop them from arguing that this is not a fair price and they probably will. They may insist that a more representative value of the stock would be down nearer the exceedingly low figure at which many of the shares were bought at the time the 1918 act went into effect. Mr. Gilman and a large number of his associates in the House think that $85 is a very good average and that if the public eventually buys the railway at a figure based on that price it will get its money's worth without obliging the company stockholders to sacrifice their holdings.

Hearn to Lead Fight

Representative William H. Hearn of East Boston, a Democratic member of the metropolitan affairs committee, will lead the fight for passage of the control bill reported by ways and means. He represents the governor's viewpoint just as Representative Rafter did on the financial bills for road and building construction.

Not all those who favor public ownership are Democrats and not all come from the metropolitan district served by the El. It will be interesting to see how many "disinterested" votes the advocates of public ownership are able to muster. It is said that a large number have promised to vote that way in return for favors received on their own bills and in view of the governor's lack of decision on the question, it is said, many outsiders are more inclined to help out their Boston friends than to follow the dictation of the chief executive.

Representative Gilman, commenting on the probable voting lineup, said today that there were only two members of the committee on metropolitan affairs, Senator Twohig and Representative Eliot Wadsworth of Boston, who dissented from the committee report in the first place and these, with the members of House ways and means, who presumably all voted to report their amended measure, give a total of twenty-one votes to start off with.

The Ways and Means Committee, in filing the bill, issued a statement in which a majority of its members voiced the opinion that the measure "safeguards every interest concerned—the Commonwealth, the taxpayer, the public which pays the fares, and the holders of the securities of the Elevated company," and would prevent a "most serious situation" should no legislation be enacted during the current session. Aside from the changes in its provisions already outlined, it is almost the same as the form in which it was reported by the Metropolitan Affairs Committee.

The following-named members of the Ways and Means Committee, all Democrats, reserved their rights: William P. Hickey of South Boston, Felix A. Marcella of Boston, Michael H. Jordan of Lawrence and Daniel J. Coakley of Chicopee.

HERALD 5/9/31

BOARD DIVIDES OVER TABLETS

Chairman and Secretary Of Sites Commission Are at Odds

OLD STATE HOUSE MARKERS AT ISSUE

One member of the City of Boston commission on marking historic sites has resigned, at least one other member is contemplating resigning and a bitter dispute is in progress over the erection of two tablets on the old State House.

The row, which has been brewing for several weeks, burst wide-open last night when Walter Gilman Page, chairman of the commission, at his home on Nantucket, termed Walter K. Watkins, secretary of the organization, "a little bit senile" and said he has been using power he doesn't possess.

Mr. Watkins, however, asserted that the first the members of the commission knew of a contract being awarded to John F. Paramino, the sculptor, for the two tablets was when they read about it in the newspapers, that he has notified the sculptor not to go ahead with the work, and that the commission had agreed to pay not more than $800 apiece for tablets, unless they were of outstanding importance, while the contemplated tablets will cost $1000 apiece.

Charles K. Bolton, librarian at the Boston Athenaeum, resigned from the commission about a week ago. In his letter to Mayor Curley he stated that he was going to take a trip to Europe for his health and would be unable to continue as a member of the commission.

Although Mr. Bolton declined to comment on his resignation last night it was learned that the real reason is because he has been dissatisfied with the work the commission has been doing. Associates declared that Mr. Bolton, as well as other members of the commission keenly resented the fact that a contract had been awarded by the city for the erection of the tablets without the full authorization of the commission.

It was pointed out that members of the commission had voted in favor of small, short inscriptions on the tablets, with pictures eliminated. The tablets as proposed now, however, call for pictures.

Questioned as to the status of the tablets last night Mr. Page declared that the subject is being studied by the commission and the inscriptions which will be placed on them are being arranged. He continued:

I think you'll find that the tablets will go up. This whole thing is all an error on the part of the secretary. Mr. Watkins assumed powers that he didn't possess and there has been nothing official back of his actions. No vote has ever been passed by the commission, to my knowledge, which would give anybody any reason to assume that the tablets wouldn't be erected.

We have tablets on the Old South Meeting House and on Faneuil Hall and there isn't any reason why we shouldn't have them on the old State House. The mayor has signed the contract and I've signed it and as far as I am concerned the tablets are going up. I don't know of any higher authority than the mayor.

I think that the secretary of the commision has been very disloyal. He has stirred this thing up and it has resulted in a lot of societies protesting against the tablets. He has passed out a lot of misinformation and people have been led to believe that the old State House was going to be disfigured.

The secretary knew that the inscriptions suggested for the tablets were only tentative and that they were not absolutely adopted and yet he criticised them. The whole matter will be settled at the next meeting which will probably be held in about two weeks.

SOCIETIES PROTEST

Mr. Watkins, however, maintained that the tablets have never been authorized by the commission and that he notified Sculptor Paramino not to go ahead with them because he didn't want the city held liable for them.

It also was learned that further fuel was added to the row when Chairman Page warned all the members of the commission not to pay any attention to Mr. Watkins's communications after the latter had called a meeting of the body.

The Bostonian Society and the Copley Society have both protested against the erection of the tablets. The Bostonian Society meets in the old State House but inasmuch as the society leases the building from the city it has no control over what shall go on the outside of the structure.

Wilfred F. Kelley of the Dorchester high school for boys and a member of the commission said that he understood that a meeting will be held in the near future by the commission at which the whole matter will be thrashed out. He said that he was not present at the original meeting when the matter of the tablets was brought up but he understood no final vote has ever been taken by the commission. The only one taken that he was aware of, he said, was a vote to refer the whole matter to a sub-committee. This subcommittee is expected to report at the next meeting, he said.

Other members of the commission are Charles A. Coolidge, Judge Thomas H. Dowd, Richard A. Fisher, Judge Frank Leveroni and the new member, Charles B. Maginnis, who was appointed by Mayor Curley to succeed Mr. Bolton.

POST 5/9/31

CITY NOT FAVORING HIS SON

Goodwin Says Batteries Have Long Been Sold by Him

Chairman Frank A. Goodwin of the Finance Commission, in a public statement issued last night, forced out into the open the "whispering campaign" that his son was selling automobile batteries to the city.

BATTERIES SOLD FOR 10 YEARS

Hitting directly at the inference that the son was using his father's position as chief investigator of the City Hall administration in order to get the city's business, Chairman Goodwin stated that the city has been buying Goodwin batteries for 10 years, although he was appointed to the Finance Commission less than two years ago.

His action in bringing the matter to public attention was taken in a letter to Superintendent of Supplies Phillip A. Chapman requesting him to "give particular attention to the prices and quality purchased" by the city, "in order that there may be no cause for criticism." The amount of business done by his son with the city was as "so insignificant that I suppose I should not bother about it."

His son, Fred B. Goodwin, proprietor of the Goodwin battery service at Saratoga street, East Boston, preferred last night to offer no further amplification of his father's letter in regard to the battery purchases.

Chapman Explains Buying

Purchasing Agent Chapman stated last night that the city had been buying Goodwin batteries for the past 10 years. He said: "He was the lowest competitive bidder, giving the city a price which was from 50 cents to $1 less than that charged by competing contractors for batteries of similar quality. He guarantees his product.

"He has given very good service, according to reports from the public works and the fire departments, which use the batteries. The business amounts to about $1500 to $2000 a year. Since last September, when the demand for batteries starts in anticipation of the cold weather, his contracts with the city have amounted to only $900.

"There will not be many calls for batteries from now until the fall, but on the records, he will get the business as long as he can quote the lowest price for first class products," said Chapman.

Globe 5/10/31

ACTING MAYOR McGRATH'S CHEERFUL SMILE WILL GO

Faces Deluge of Job Seekers and Ax Grinders During Six Weeks' Absence of Mayor Curley

By JOHN J. DONOVAN

High pressure salesmanship, dealt smoothly by veteran pols with years of experience at City Hall is the dish that has already been placed before Acting Mayor Joseph McGrath of Dorchester, who is filling the shoes of Mayor Curley, and for the next six weeks the executive from Dorchester will need wide open eyes, but deaf ears as Acting Mayor of Boston.

Mayor Curley will be gone at least six weeks, probably the longest period that any chief executive of the city has been absent from the Mayor's office in City Hall. During that time Mr McGrath, president of the City Council, will be Mayor insofar as the city charter gives power to an Acting Mayor.

An acting Mayor has not the same powers as Mayor except in the matter of making temporary appointments to jobs, and in passing upon matters that do not permit of delay. Permanent appointments cannot be made by him, neither can he act when it is not an emergency case.

If there is the slightest question whether or not a certain measure is one that will not permit of delay, the acting Mayor can refer the question to City Hall's supreme court; the justices of which are Corporation Counsel Samuel Silverman, Auditor Rupert Carven and City Clerk Wilfrid Doyle.

Court to "Sit" Daily

For the information of individuals and organizations seeking to take advantage of Mayor Curley's absence, it is said that the Supreme Court will be available daily during the next six weeks.

That he can and will act in the matter of temporary appointments is the power that will keep Acting Mayor McGrath busy; and the question of what constitutes city business that will not permit of delay, is one that will be argued with him daily.

Boston has among its citizenry more than one man who has had enough experience to warrant his arguing what the Acting Mayor can do. If he has an ax to grind he is sure to argue that Acting Mayor McGrath can do for him exactly what Mayor Curley could do if he was present . . . and probably what Mayor Curley had already refused to do, but the latter important fact is not disclosed.

Without the burden of job seekers, and spokesmen for the latter, an Acting Mayor has enough to keep him busy. Usually an Acting Mayor functions for but a short period, but over such an extended one as faces Acting Mayor McGrath he is bound to be called upon to receive many visiting dignitaries, and the time of year is good visiting weather.

Again the Acting Mayor is called upon to attend functions, celebrations and affairs of various kinds, providing the assignment is in a measure of an official nature. If purely social or political he can assign someone else.

Plenty of Pen-Pushing

Then there are bonds, certificates, drafts and appointments to sign daily. It is not unusual for an Acting Mayor to pen his signature 400 times in a day. Mayor's even with steady practice sometimes get writers' cramp, so it is easy to see that an Acting Mayor, out of condition, easily can become so lame so that he dreads the following day's ordeal.

But the real ordeal for Acting Mayor McGrath is the job seeker. Everyone is familiar with the unemployment situation. Thousands of citizens are on the rolls of the Welfare Department. They would rather have a job and there are other thousands who want work and would grasp at even temporary employment.

It stands to reason when there have not been enough jobs of even a temporary nature to go around, that Mayor Curley must have been compelled to refuse many men and women. Every Councilor has scores of unemployed in his ward and Acting Mayor McGrath is first of all a Councilor.

Temporary work for constituents is the political salve for men up for reelection next Fall. It is not intimated that City Council associates will attempt to take advantage of the man who presides at their meetings. . . but the Councilors ask Mayor Curley for jobs and why shouldn't they ask the Acting Mayor? Moreover, it is part of their job to get men work, irrespective of who is in the Mayor's chair.

Few envy Mr McGrath his honors. Acting Mayor for a day or two or even a week may be a sinecure, but for six weeks . . . well, maybe Mr McGrath will sometime tell the tale.

It is going to be hard work and it is going to be difficult, for the Acting Mayor must also be Councilor from Ward 13 and he also will be up for reelection next Fall.

Has Served Before

However, friends of the handsome gentleman who has the smilingest smile in City Hall, have complete confidence in him. He served before as Acting Mayor of Boston, but this term is the first where he agreed to pose for photographers. The other occasion was at the time of the death of James M. Curley Jr, which was followed immediately by Mayor Curley's trip to Florida for his health. Mr McGrath refused to be photographed on that occasion as Acting Mayor.

To be acting Mayor, he has the background of a successful year as president of the City Council, a body that is at times turbulent; four terms in the Legislature and two terms as City Councilor; in all about 16 years, and that is some record for a man now 39 years of age.

Acting Mayor McGrath lives in the Savin Hill district of Dorchester and is responsible for many improvements in that section. He is a graduate of the Edward Everett Grammar School and Dorchester High School.

In 1926 he married Doris E. Pearson of Dorchester and they live at Castle Rock st. At the McGrath home is an 18-month-old girl—a political baby, born three days before her daddy was elected to the Council term which has elevated him to acting Mayor.

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POLITICS AND POLITICIANS

By JOHN D. MERRILL

The Legislative Committee on Election Laws, as was expected, has reported a bill providing for pre-primary political conventions in this State, but it is by no means certain that the act will go through the House and Senate; according to current rumor the proposed legislation is acceptable to the upper branch and must stand or fall in the House.

One prominent Democrat, Representative Roland D. Sawyer of Ware, favors the bill, but the attitude of most of the members of that party is in doubt. The Republicans will be influenced by the attitude of their State Committee, but some Republicans will probably hesitate about supporting a bill which, its opponents say, takes something away from the voters.

As a matter of theory, the argument against the pre-primary convention is not very convincing. No matter what it does, the people will have an opportunity in the primary to accept or reject the advice which the convention has given. But the important practical feature is that the candidates endorsed by the convention will have a great advantage in the primary over those who run without that approval, and it is probable that in most cases the former will win in the primary. There will be exceptional cases. Some candidates would doubtless prefer to run without the endorsement of the "machine." In general, however, nomination by the convention will be a great asset in the primary. Perhaps it should be so.

Lieut Gov William S. Youngman has taken a decided stand against the pre-primary convention. He believes, apparently, that it is designed to prevent his nomination for the Governorship in 1932, but the chances are that he need not worry on that score. Unless conditions change in the next few months, he will probably have no opposition in the primary, irrespective of the fact whether there will or will not be a pre-primary convention. The truth is that most of the ambitious Republicans are not anxious to run against Gov Ely; they are willing to give Mr Youngman his opportunity because they think he will probably be defeated at the polls and thus leave the field open two years later, when the Democrats will have to present a new candidate for Governor.

One hears every day that Ex-Gov Alvan T. Fuller and Ex-Gov Frank G. Allen propose to be candidates for the Republican nomination for Governor in 1932, but it seems a good bet that neither will run until the prohibition question ceases to trouble the party in the State.

About Gov Ely

Another current rumor is that Gov Ely will not be a candidate for a second term. A close friend of Mayor Curley said just before the election last November that Mr Ely had promised not to run again under any circumstances, but those stories are on a par with the statements of candidates for public office who say the Governor has promised to appoint them. Such reports must be viewed in the light of all the circumstances—the most important of which is that the people who spread them would like to have them prove true.

No one could blame Gov Ely if he made up his mind that two years in the Governor's chair were enough. He is daily almost overcome by applicants for office. He has had, and will probably continue to have, trouble with a hostile Legislature, whose members think they are bound by the laws governing political strategy, to oppose him whenever they can, although they have the greatest admiration for him as an individual. The Governor has had all the honor his present office can give him. He is not one of those who are content merely to wear the badge of office; he wants to do things.

In spite of all these facts, however, he will probably run for another term unless he has given his word that he would not, and it is reasonably safe to assume that he has not done that. Most office-holders are disposed to look for that "vindication" which reelection alone can give.

Another reasonable assumption is that no Democrat can defeat Gov Ely in the primary if the Governor decides to run. It is common knowledge that Mayor Curley would like to be Governor; he has said so himself. The Mayor possesses great political strength not only in Boston, but in the State at large, and yet few experienced politicians believe he would have much of any chance of taking the nomination away from Gov Ely; they feel confident the Mayor will not make the attempt, but will wait until the present Governor has had his second term, if he cares for it.

If Gov Ely made it known today, or did so in the next few months, that he has had all he wants of the Governorship, there would be a real scramble for the Republican nomination for that office. In spite of the troubles caused by the prohibition issue, there are plenty of Republicans who would be glad to run against Mr Curley, or almost any other candidate the Democrats could find, but the prospect of opposing a Democratic candidate for reelection at a time when the Republican party is divided on prohibition deters everybody except Mr Youngman, who, naturally enough, looks for promotion and believes he can be elected.

The Boston Elevated

The troubles of the Boston Elevated have apparently not been ended by the bill which the Committee on Ways and Means has reported to the Legislature. Its opponents are many. Some think the system should be turned back to the stockholders; others believe the State, as represented by the Transit District, should buy the property; still others object to various provisions in the bill, especially to the one that the period of public operation shall run for 28 years unless the district in the meantime takes over the road.

Most people believe that the friends of public ownership can make little headway against the bill recently reported by the committee with, it is said, the approval of Gov Ely. The Governor has brought it about that the Transit District in a few years can buy the common stock of the Elevated at $85 a share. It seems improbable that the Legislature will now proceed under the act of 1918, which provides that the price for the stock shall be $111 a share. Even those who favor public ownership—and it is known that Gov Ely himself is in that group—cannot fail to see the advantage of waiting. There is, of course, the possibility that the system can be operated most of the time without a deficit, in which case the price for the stock would not go as low as $85, but even then the bill now before the Legislature provides that the stock shall be acquired at not more than $105.

There is also the contingency that, if another long fight develops, the members of the Legislature may become thoroughly disgusted with the whole situation, as they almost were two years ago, and vote to turn the property back to its owners, placing the responsibility on them to control and manage their own system. Many troubles are in sight in that path. If the stockholders of the road regain posession of their road, they may decide to raise the fares, to cut down the wages of the employes, or take other steps which would be distasteful to the public. And yet it is not beyond the range of possibility that the Legislature may become so provoked that it will seize the opportunity to wash its hands clean on the subject.

The indications at the moment are that the bill just reported has a better chance of passage than any of the acts considered in previous sessions of the Legislature, but no one would be greatly surprised if another failure occurred, and the existing conditions went on for another year.

cont

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general law as it applies to municipal activities, Mr. Silverman.

A Stirring Scene

It's an exciting experience to step into the Mayor's office when Mr. Curley in on the job and watch and hear the conference between him and his cabinet.

No words are weasled during the discussion of an important proposed act or policy. Mr. Curley fires out the proposition much in the manner of a cannon's roar.

He glares defiantly at Rupert Carven and defies him to say "No." But, just as sure as you're born Rupert can find some reason why no money can be spent by the city for the proposed activity. And he says so bluntly and finally.

Mr. Curley then turns to Wilfred Doyle and asks him the law and precedent on the proposal—and gets it without delay.

Mr. Doyle has one of those minds that catalogue facts and figures in little compartments. He can always open the compartment in which are the laws and precedents governing the subject under discussion and place them before the Mayor, without the bother of searching for them in books.

The Mayor then turns to Mr. Silverman and says, "Well, Sam, what is the general law on this? Is it watertight? Will the courts uphold us or throw us down?" And he gets Mr. Silverman's answer immediately.

Mr. Curley employs his "cabinet" as a chemist does a test tube. He throws the matter to be tested into their minds and waits for the reaction.

His manner is one of, "Show me why I can't do this and show me so I can't break your argument down!"

And the man who would argue with that boy must reason closely to prevent his finding a hole through which he can stick his finger.

These men are, also, the advisers of the acting Mayor.

"It would be impossible for a new man to run the affairs of the city of Boston without the advice of the elder and experienced men," Joe told me the other day.

"The young man is all right when it comes to progressiveness and action. In fact, Sam Silverman is the progressive young man in the 'cabinet.' But without the elder and wiser heads to guide the young man in the city government many serious mistakes would be made."

Saved City's Face

Which brings us to the service Standish Wilcox renders the city. Standish knows all the answers to questions of diplomatic usuage and saved Acting Mayor McGrath, himself, from putting the city in a bad light before the graceful diplomats of the Vatican City not so long ago.

Joe tells the story himself:

"It was when the Pope first spoke over the radio. I was acting mayor for the day. I conceived the brilliant idea that it would be a nice thing for the city of Boston to felicitate the Pope on his history-making address. I was just about to ask the cable company to transmit a message to the Vatican City when Standish walked into the office.

"I told him what we were doing, seeking his approval. Standish raised his hands in holy horror.

"'No! No! No!' shouted Standish. 'You mustn't do anything of the kind. It's unheard of. You'll make Boston look undignified and a laughing stock. You must approach the thing just as if you were seeking a personal audience with the Pope.

"'Here, I'll do this myself.'

So Standish got in touch with Cardinal O'Connell who, in turn, got in communication with Cardinal Gasparri, Papal secretary of state, who declared, for the Pope, that the message would be welcome. Then we sent it.

"I am continuously amazed at the knowledge Standish has of the politeness with which a city must conduct itself with sister cities and States. However, as long as Standish is available, Boston will obey all the etiquette rules."

Helping the acting mayor is Mayor Curley's staff: Secretary Cornelius A. Reardon and his aids, John A. Sullivan, John J. Shaughnessy and John P. Mahoney. They know the routine and see that it functions properly.

"Oh, yes, there's plenty grief, but there are some laughs too, in this job," philosophised Acting Mayor Joe McGrath, as he turned to listen to a hard luck tale from a constituent.

HERALD 5/10/31

CITY TO OPPOSE EL CONTROL BILL

Counsel Silverman Scores Failure to Provide for Subway Leases

ATTITUDE MAY BLOCK LEGISLATION NOW

Members of the Legislature sitting from Boston districts will be asked by Corporation Counsel Samuel Silverman of Boston to use all the influence at their command to bring about the defeat of the Elevated public control extension bill reported Friday to the Legislature by the House ways and means committee.

Silverman characterized it yesterday as an "outrageous" piece of legislation because of the elimination from the act of the section which would extend the city subway leases which produce an annual revenue of $3,000,000 in rentals to the city treasury.

Silverman, apparently acting with full authority of Mayor Curley, who is on the high seas on his way to Europe, went so far as to say that the city would not even consider any measure of compromise which does not include restoration of the disputed section.

Under the 1918 act, which would be amended by the pending bill, the leases will expire in 1936. Silverman maintains that they should run through the length of the public control extension period. Members of the committee declined to enter the controversy stirred up by the corporation counsel. Silverman said:

SILVERMAN'S STAND

We will not even sit down to discuss with them the question of this form of public control or any other plans that might be suggested unless the extension of the leases is restored to the act.

I shall communicate with every Boston member of the Legislature and ask them to vote against this unjust, discriminatory and one-sided public control bill.

This outrageous action is one of the worst attempts to deceive the taxpayers and to deprive them of their legal rights I ever have encountered. The taxpayers have put their money into the subways and other rapid transit facilities and are entitled to receive an adequate return on that investment.

The establishment of a minimum price of $85 for the purchase of the common stock is very much in favor of the stockholders. That price is much too high.

Silverman's antagonism to the bill complicates the fight for its passage because of the operations of another group of legislators committed to public ownership, with still a third group favoring the return of the road to the stockholders. Unless some compromise is reached it is entirely possible that no legislation will be passed at the current session, with the result that the elevated will drift along for still another year under existing conditions.

Representative George A. Gilman of Boston has threatened to raise a point of order against the effort to substitute a public ownership bill, but the public ownership crusaders have been given assurance that it would not prevail.

CHAIRMAN ATTWILL'S VIEW

Asked to comment on Corporation Counsel Silverman's statement that deletion of section 3-A of the Boston Elevated public control bill, which section makes the lease of the subways from the city continue to the end of the 28-year public contol period, Chairman Henry C. Attwill of the state public utilities commission said:

I believe that under the present act if the commonwealth did nothing the Elevated lease would continue indefinitely. Under the present law there is no provision guaranteeing to the city of Boston that rentals shall remain the same after 1936, consequently if nothing was done there would be no guarantee of continuation of the same rental after 1936. Consequently the city of Boston is asking the commonwealth for something that they do not now have and I cannot see why Boston should have any complaint if the commonwealth should not see fit to give them anything more than they now have.

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Just What McGrath Can or Can't Do as Acting Mayor

Courts Hold His Power Is Actual, But He May Make No Permanent Appointments or Let No Contracts Which Aren't Imperative

Acting Mayor Joseph C. McGrath—and some of the things which keep an acting Mayor acting.

By Charles P. Haven

Plenty grief goes with the glory of being acting Mayor of Boston.

If you have any doubt of that fact you might sit beside the No. 1 chair in School street any day for the next few weeks with smiling, dynamic President Joe McGrath of the City Council who is holding down the job during Mayor Curley's absence in Europe.

Joe, as so many thousands of persons know, is not a seeker after grief. But what reaction would you get if on the first day in the job five, count 'em, five former acting mayors dropped in to inform you that they want that favor done and that, having served as acting mayors themselves, they know you have the power to do it?

Also, what would you care for the glory if there were 125 jobless men waiting for you when you arrived at the office? One hundred and twenty-five men, most of them from your own ward who call you by your first name and just can't understand why, now that you have become the Big Shot, you can't put them to work right away?

Also, again, what would you do about that universal human trait that causes men to imply to you a high-hat attitude immediately you step into the spot of power, when that high-hat attitude is as foreign to you as the brown derby is to Herbert Hoover?

The Gloom Deepens

Occupants of the seat of acting Mayor of Boston are, in the public mind, placed in line for the steady job. About the hall the other day could be heard: "Well, this puts Joe in line for the job when Curley retires. And he'll have Curley's support, too."

The dopesters may have the thing straight. But no acting Mayor of Boston, in the memory of the oldest inhabitant, has ever become Mayor. "Dan" Whelton, in 1905, ran for the office that fall against John F. Fitzgerald and got a handful of votes, most of them delivered by Martin Lomasney, one of whose boys "Dan" was.

This isn't to say that because Joe McGrath has tasted of the glory of being Chief Executive of Boston that he has been bitten by the mayoralty bug. Quite the reverse is true. Joe would rather be in the Council than in the Mayor's office and is hoping that his doubtful luck in being acting Mayor won't endanger his chances for re-election.

It's too bad to disillusion the electorate as to the honor they suppose outbalances every other phase of the job of being the city's pinch-hitter while the Mayor is away. But there are the facts.

Has Much Power

As to the actual power possessed by an acting Mayor, it is pretty nearly what the man on the job makes it. The acting Mayor of Boston under the charter can do everything that the Mayor can do, with one exception and one restriction.

He can make no permanent appointments and he is restricted in his signing of documents and letting of contracts only by the clause that states "will not admit of delay."

Just what mayoral activities will "admit of delay" is pretty much a matter of the acting Mayor's discretion. The first day Acting Mayor McGrath was on the job he signed some $225,000 worth of bonds and several contracts that wouldn't "admit of delay."

The courts are inclined to view the acting Mayor of a city as the actual Mayor. They don't consider the person greatly. This was shown in the controversy ex-Mayor Fitzgerald had with Walter Collins, who was his substitute for a spell when Mr. Fitzgerald went to South America in the interest of the port of Boston.

While Mr., now Judge, Collins was acting Mayor he signed several documents which Mr. Fitzgerald thought he should have left for him to sign or refuse to sign, as the case might have been. Mr. Fitzgerald contested the legality of Mr. Collins' acts before the Supreme Court. The court found that Mr. Collins, as acting Mayor, had the legal right to conduct the office according to his own best judgment.

The "Mayor's Cabinet"

The functions of the city are in no danger of breaking down while the Mayor is away and the municipal ship will sail along on an even keel in spite of the fact that a new man is at the helm. This will happen because of the city's unofficial "Mayor's cabinet."

This "cabinet" is composed of City Clerk Wilfred Doyle, City Auditor Rupert Carven and Corporation Counsel Samuel Silverman. They are the men who see that the municipal ship is not suddenly run on the rocks because an inexperienced man sits in the Mayor's chair.

Mayor Curley, himself an experienced and exceptionally able helmsman makes few big decisions without testing them out before Messrs. Doyle, Carven and Silverman. And Joe McGrath has the benefit of their advice while the boss is away.

As to the etiquette of the office he has the invaluable advice of Standish Wilcox, somewhat facetiously dubbed the Mayor's social secretary.

Standish is a diplomat of exceeding grace. And the job of seeing to it that the city of Boston commits no gaucheries is no small task. We'll come back to that in a moment.

The "Mayor's cabinet" was established by Mr. Curley during the first weeks of his present administration. He found that he had at his command the services of one of the country's greatest experts on municipal law, Mr. Doyle. And he found that he had the services of the city's best "no-man," Mr. Carven. Also he found that he had at his command a young man with an

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APPEAL BY CURLEY TO HONOR DAY

Mayor in Tribute to Mothers From Liner at Sea

From the liner France, now on the high seas bound for Europe, Mayor Curley yesterday sent by radio his Mothers' Day proclamation, appealing to the people of Boston to pay honor to the spirit of motherhood here today.

The Mayor's proclamation read:

"The designation of the second Sunday in May to Mothers should be, and I trust will be, observed throughout America and more particularly in our own City of Boston, as a day in which to pay honor and tribute to those mothers who are still with us and reverence to those who have departed.

"It has been the custom from the beginning of creation to pay honor to man and in every portion of the world monuments have been reared to honor the memory of men who have achieved distinction. It is almost an impossibility, however, to find a single city in which similar honors have been bestowed upon the true source of man's greatness—the Mothers of Men.

"Sacrifice and Service"

"The Mothers of the world have been the very embodiment of sacrifice and service given unselfishly and devotedly for the benefit of their offspring. Upon this day, therefore, dedicated to motherhood our prayers and thoughts should go out to the Mothers who unflinchingly and uncomplainingly have gone down into the valley of the shadow of death for the perpetuation of the human family happy in the thought that they have given sons and daughters to the world for the benefit of humanity and the glory of the Most High.

"The opportunity to honor the living and pay tribute to the dead is a privilege so great that all should take advantage of it, even though it be with but a single flower, knowing that it would bring comfort to the heart that may be longing for human sympathy and a touch of kindness that will call down a blessing from Almighty God."

BEACON PILES UP NINE IN CURLEY CUP SERIES

Beacon A. C. soccer outfit of Everett swamped Dorchester-Waverley, 9-2, yesterday at the James F. Healey Playground, Roslindale, in a second-round game in the Mayor Curley Cup competition.

Atkinson opened the scoring one minute from the kickoff. A mixup on the part of Wright and Rew permitted Alexander to equalize. Then Atkinson rushed off again and popped another one past Pettigrew. F. Norman made it three and another faulty clearance by the Beacon fullbacks gave Bennett a chance to score Dorchester's second and last goal. Before half time, Ross and McDougall had brought the "Oilers'" total to five.

In the second half two more goals by Ross and a brace by Bob Ferguson brought the Everett team's total to nine.

Ross was hurt in the second half.

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STURTEVANT OUT IN CURLEY CUP SERIES

Sturtevants soccer team of Hyde Park, holder of the Mayor Curley Cup, were eliminated from the competition at Readville Playground yesterday by the Norwegian-Americans despite the fact that they managed to get a 1-1 draw game with the North Brighton eleven. In this series, played on the home-and-home system, goals count. The Norwegians won last week by 3-0.

The game was a rough and tumble affair. F. McMaster scored for the Sturtevants in the first half after some good playing on the part of the entire front line. The Norwegian-Americans had the better of the going in the second period, but it was in the last minute of the game that "Murphy" Nilsen beat Tommy McMaster with a great shot to bring the teams level.

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Noted Public Figures to Attend Charlestown 'Night Before' Fete

A galaxy of noted public figures are expected to grace the banquet board at Charlestown's "Night Before" celebration on June 16, the annual dinner and entertainment which ushers in the day-long celebration of Bunker Hill day.

Gov. Ely, Mayor Curley and Judge John J. Burns, Jr., recently appointed justice of the superior court, are among those whose presence is already assured. The celebrations committee confidently counts on the presence also of such outstanding figures as Rudy Vallee, Babe Ruth, Mayor Anton J. Cermak of Chicago, Primo Carnera, Jack Sharkey, Jim Maloney, Maj.-Gen. Smedley D. Butler and Lt.-Col. James J. Meade, Jimmy Hennigan, winner of the recent marathon race, and possibly also Gov. Franklin D. Roosevelt of New York. Numerous members of the Legislature and the city council will likewise be among the honor guests.

Charles Caster is general chairman of the celebrations committee, and City Councilman Thomas H. Green the honorary chairman. Councilman Green, in making known some of the plans for the "night before" observance, to be held at Charlestown armory, said that an innovation is planned this year in the matter of attire to be worn by the members of the celebration committee, numbering approximately 75.

Almost invariably in past years, he said, the weather has been sufficiently warm to make for the discomfort of the committee, attired in tuxedoes and stiff collars, and fated to function in their official roles throughout the duration of the evening's program, which runs for six or seven hours.

This year it is planned to abandon the formal attire and substitute a "tropical" type of raiment, comprising blue cheviot coat, white flannels, soft, white shirt, black tie and black shoes. It is likely that the committee members will appear in the same attire the following day, when in accordance with custom of past years they will ride on horses at the head of the parade.

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a $1000 tablet at this point in memory of General Knox disregarding the fact that the Sons of the American Revolution had previously placed a General Knox tablet on the sight of his home, on Essex street, Boston.

"A short while ago the mayor asked Secretary Watkins to arrange for a tablet to the memory of the late General Leonard Wood, since the Spanish War Veterans meet in Boston this year. The chairman was not consulted. The secretary arranged a three-quarter size bas relief of the late eminent general, to be placed at the Boston City Hospital where he served an interneship as a young doctor. Bruce W. Saville of Harcourt street, Boston, is to furnish the tablet at a cost of $1000. This would have, undoubtedly cost thousands of dollars more if handled in the usual way.

"Because I do not believe that the mayor of Boston was correctly informed as to just what was going on, I respectfully request that this matter of placing tablets on front of the Old State House be postponed.

Many Protests Received

Eighty-five local historical societies comprising the Bay State Historical League, have protested against the Old State House tablets, said Councilor Norton, as well as the Copley Society of Boston, the Society of Colonial Wars, the Bostonian Society and the Sons of the American Revolution. Charles H. Taylor of the Boston Globe, he said, on April 1 wrote to Mayor Curley as follows:

"I understand that there is a project on foot to put two tablets on the Old State House. I sincerely trust that this will not be done. Just what extra historical value could be added by defacing the front with the tablets I cannot see."

The principal complaints against the tablets have been that that commemorating the wooden arch is not significant, and that no picture or accurate record of the Old Towne House exists.

Charles K. Bolton, librarian of the Boston Athenæum and a member of the commission, resigned from the commission recently, giving as his reasons the fact that he will summer in Europe and pressure of work.

Mayor Curley then appointed Charles D. Maginnis, of the architectural firm of Maginnis & Walsh, to take Mr. Bolton's place, but Mr. Maginnis declined the appointment.

Commission's Proceednigs "Unwise" Says C. K. Bolton

Charles K. Bolton, librarian of the Boston Athenæum who resigned his post as a member of the commission on marking historical sites last week, said today that his resignation was caused by his feeling "that certain proceedings were unwise."

"The chairman seemed to be needlessly harsh," Mr. Bolton said, "with the only man who shared to any extent the contracts with Mr. Paramino, and on the other hand insisted on Mr. Paramino's presence at the meetings when the commission determined to distribute the work to other Boston contractors."

Memorial Mass for Mrs. Curley

Many city officials were among the large congregation which attended a memorial high mass at the Church of Our Lady of Lourdes, Jamaica Plain, this morning for Mrs. James M. Curley, wife of Mayor Curley, their son, James M. Curley, Jr., and their daughter Dorothea. The mass, which was in connection with the observance of Mothers' Day, was celebrated by Rev. James F. Kelly, pastor of the church.

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MASS FOR CURLEY'S WIFE AND CHILDREN

A memorial high mass for Mrs. James M. Curley, James M. Curley, Jr., and Miss Dorothea Curley, wife, son and daughter, respectively, of Mayor Curley, was celebrated today at the Church of Our Lady of Lourdes, Jamaica Plain, by the Rev. James F. Kelly, the pastor.

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Asks Public Meeting on Memorial Tablets

Norton Would Air Monopoly Charge Against Commission on Historical Sites

Councilor Clement A. Norton of Hyde Park today demanded that Walter Gilman Page, chairman of the commission on marking historical sites, throw open to the public the meeting of the commission which Chairman Page announced last night he would call to rebut Norton's charges concerning John F. Paramino, sculptor.

The Hyde Park councilor, who has charged Paramino with "monopolizing" the work in memorial tablets carried on by the commission, said today:

"I shall request Chairman Page to hold a meeting of his commission which will be open to the public. The public is entitled to know why one contractor in bronze memorials has received nine-tenths of the work and why the various sculptors in Boston were not given a fair, open opportunity to bid on this work. I am against 'favorites.'"

Chairman Page arrived at Boston from his home at Nantucket at 12.30 this afternoon and was met at South Station by Mr. Paramino. He declined to comment on Councillor Norton's charges until he has discussed the matter with other members of the commission, and Mr. Paramino likewise made no statement.

Wonder if Mayor Curley, out at sea, is trying on the costumes he may wear at various ceremonial functions in Europe?

AMERICAN 5/12/31

CURLEY'S BOAT ONE DAY LATE

A radiogram received from Mayor Curley at sea today revealed that receptions planned for him in England will be held up 24 hours because of delay to the boat on which his party is crossing.

The message, received by Secretary Cornelius A. Reardon at City Hall, read:

"All well. Boat will be one day late. Notify authorities at Plymouth and Boston, England."

Officials of Plymouth, England, had arranged a reception for the mayor for May 14. Another was scheduled for Boston, England, for May 21.

Secretary Reardon said the mayor's party has been invited to visit Lord and Lady Astor among others, and also the Royal Yacht Club.

On the 16th the party leaves for Liverpool and a trip through Ireland.

After three days in London the party will leave for Paris May 24. There the mayor will attend the Colonial Exposition and make his first speech in French. Then follows a short tour of France, and a visit to Rome and a meeting with Mussolini, the party sailing for home about June 9.

Accompanying Mayor Curley are his daughter, Mary, Miss Loretta Bremmer of Chicago, fiancee of the late James M. Curley, Jr., and City Treasurer Edmund L. Dolan.

CITY'S FLYING FAN.

Four members of Mayor Curley's official family are flying enthusiasts. They are Stanton White and Frank Travers of the public celebrations department and John Sullivan and "Bill" Mullen of the secretarial staff. The quartet have been frequent visitors to the East Boston airport since the inception of the daylight saving season and have been aloft a number of times recently.

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Charges Art Monopoly by John Paramino

Councilor Norton Says Sculptor Got $57,000 Out of $67,300 Paid for Memorials

Would Void Contracts

Asks Acting Mayor to Rescind Those of Two Tablets for Old State House

By Charles W. Morton, Jr.

Charging that the city's commission on marking historical sites has wasted thousands of dollars in allowing John F. Paramino, sculptor, to enjoy a virtual monopoly of work on bronze memorial tablets, Councilor Clement A. Norton this afternoon offered an order to the City Council, requesting that Acting Mayor Joseph Magrath consider rescinding contracts by which Paramino is to make two tablets for the Washington street facade of the Old State House.

Charles K. Bolton, who resigned from the commission last week, said today that he had done so because he considered "certain proceedings" to be "unwise."

Among principal charges made by Councilor Norton, in support of his resolution, were the following:

1.—That Paramino has been paid approximately $57,000 of some $67,300 appropriated for tablets and memorials.

2.—That the lettering on the $45,000 Founders' Memorial built last year was illegible and has been refurbished with gold leaf.

3.—That "the people's money has been squandered for the benefit of a contractor in bronze memorials."

"Paramino has monopolized this work," said Councilor Norton, "and I demand that we stop this squandering of the people's money for the benefit of a contractor in bronze memorials. Let us make sure that every competent artist in Boston be given an equal opportunity, at competitive prices, for this work."

The contracts which Councilor Norton seeks to have rescinded were signed by Mayor Curley several weeks ago and aggregate $2000. They have been the cause of a heated internal disturbance in the commission on marking historical sites, and Walter K. Watkins, secretary of the commission, has accused Chairman W. Gilman Page of signing the contracts and submitting them to Mayor Curley to sign without ever having been authorized to do so by vote of the commission.

Chairman Page in turn has charged Secretary Watkins with attempting to "assume authority," and meanwhile a number of historical and patriotic societies have complained that the two tablets are inaccurate, unnecessary, and that they will deface the exterior of the Old State House. One of the tablets is to commemorate a wooden arch erected on the occasion of Washington's visit to Boston in 1789. The other commemorates the Old Towne House, which formerly stood where the Old State House now stands. The controversy has languished for some weeks, but broke out anew Saturday when Chairman Page was quoted as announcing definitely that the tablets will be placed on the historic building.

Speaking in behalf of his resolution, Councilor Norton outlined the protests which various patriotic and historical organizations have made against the Old State House tablets.

"Regardless of these protests," he said, "Chairman Walter G. Page, of Nantucket, appointed last year by Mayor Curley to head the city of Boston commission on marking historical sites, a commission which did not function during the Mayor Nichols regime, stated last Saturday in the press: 'I think you'll find the tablets will go up. The mayor has signed the contract and I've signed it and as far as I am concerned, the tablets are going up.'

"It would appear that Chairman Page had no authority from his own commission to go ahead with this work, since on April 14, 1931, Secretary Watkins wrote John F. Paramino, the contractor, as follows: 'This commission has directed me to inform you that, if the chairman (Walter G. Page) signed any such contract, it was by inadvertance. . . .

"Apparently Chairman Page awarded this work without consulting his committee.

"$57,000 To Paramino"

"Investigation shows," said Councilor Norton, "that out of $67,300 spent by this commission, John F. Paramino received approximately $57,000 worth of the work. When another contractor has done similar work for the commission the price appears to be just about one-half of that charged by Mr. Paramino.

"With close to 100,000 people accepting some form of relief in Boston today, almost one in every eight, these are no times to squander the people's money on memorial tablets. How to feed the poor is the question.

"There is evidence that the work done by Mr. Paramino has not been altogether satisfactory. For instance, the officials of the Merchants' National Bank, Boston, refuse to allow one of the tablets to be placed on their building to commemorate the site of the old Exchange Tavern.

"The same contractor built the Founders' Memorial, located at Beacon and Spruce streets, on the Boston Common. It cost the city $45,000. Secretary Walter K. Watkins of the Commission, an authority, informs me that the same could have been built for $30,000 or less. There have been so many complaints registered asking just what the memorial represents that an explanatory inscription is to be placed on it. The lettering on the Beacon street side was so indistinct, that gold-leaf has been substituted, and some of this is already beginning to wash out. What will it look like one hundred years from now?

"Incidentally, John Francis Paramino has inscribed his own name and that of the mayor, on this memorial, in letters almost as big as those used for the immortal John Winthrop and William Bradford, and sets them off with plenty of space—more conspicuously.

"There are many people in Boston fully competent to perform this work who are anxious to submit competitive bids. In fairness, they should be given this opportunity and one man should not be allowed to monopolize the work."

Higher Price for Paramino

Enumerating certain items of bronze work done for the commission, Councilor Norton said that Paramino has been paid $4200 for six tablets, while the firm of T. F. McGann & Sons Company has received $1960 for six tablets of equal value and size. The tablets made by Paramino were as follows: Cotton & Vane, $800; Old Brick Church, $650; Faneuil Hall, $600; John Winthrop, $750; Endicott and Yale, $800, and Evacuation Tablet, $600.

Tablets made by the McGann firm were as follows, he said: Boston Neck, $360; First Meeting House, $300; Cambridge Street Church, $330; Paul Revere, $275; Thomas Hutchinson, $325, and the Northern Battery, $370.

Councilor Norton declared that there is evidence that Mayor Curley has not been fully informed as to the proceedings of the commission in regard to the Old State House tablets.

"Apparently this condition exists because Mayor Curley has not been fully informed," he said. "It is hard for a mayor of a great city, with its multitudinous duties to know everything. He must rely on subordinates. When I drew to his attention the fact that the city was paying over twice as much for their auto tires and tubes as was the State, he instituted an investigation immediately. Again, when I called attention to the fact that the man who secured the city contract for the furnishing of over $300,000 worth of coal was a short-weighter, who had short-weighted poor people in the winter time, he demanded all the facts in the case and sought legal opinion as to cancelling the contract. If the mayor were here, and had this information at his disposal, I am sure he would stop the defacing of the wall.

"When Charles H. Taylor objected the mayor immediately sent the letter to Secretary Watkins. The secretary planned to meet the mayor at a luncheon arranged by his Commission and to explain to him the Taylor objection. Chairman Page cancelled this luncheon. Apparently, the chairman is a sick man, who is unable to properly investigate these matters."

$950 Price Spread Charged

"There is evidence," he continued, "that Chairman Page has a very high regard for Mr. Paramino's work for he has suggested that the memorial to the World War veterans be erected in Boston and that Mr. Paramino perform the work. There is $10,000 now available in the Phillips fund, and Chairman Page has intimated that Mr. Paramino should construct a memorial to the veterans of the Spanish American War with this money. Secretary Watkins of the committee, in one instance, went ahead and arranged for a $350 tablet to be placed on St. Stephens Church. The Colonial Brass Company was to furnish it. Chairman Page stepped in and insisted that the work go to Mr. Paramino who furnished the tablet at a cost of $1300.

"Chairman Page was desirous of naming Roxbury Fort after General Knox. The Roxbury Historical Society vigorously objected and pointed out that Colonel Rufus Putnam and Colonel Jeremiah Gridley, Roxbury men, planned and built the fort. But the chairman was successful in having Mr. Paramino [illegible]

Globe 5/12/31

ORDERS PROBE OF JURY STATUS

City Council Asks Method of Drawing Panel Studied

Say Many Men of Criminal Record Serve in Court

Wilson Introduces Motion for Investigation

Staggered by the statement of a member of the judiciary that between 20 and 30 percent of Suffolk County jurors who are drawn for criminal sessions are found to have criminal records, Councilor Robert Gardiner Wilson Jr of Dorchester yesterday introduced an order which passed the City Council, calling for the appointment of a special investigating committee to look into the jury situation.

He wants methods devised to prevent men with records reaching the courtroom to serve as jurors.

Chairman Peter F. Tague of the election board, having charge of the selection of names for jury duty, took exception to the figures of Councilor Wilson and then explained the methods adopted by his body since he took office last year. The jury box is emptied every three years and Mr Tague's first crop will go into the box next month.

List Sent to Chief

He said the names were selected by his department and the list sent to the Police Commissioner, who apportioned them in districts to police stations and policemen investigated those on their routes. The next step is the notifying of apparent eligibles to come to the election commission and fill out a questionnaire.

When they are drawn in the Council chamber the jurors face another questionnaire and representatives of the Election Department then investigate with the probation authorities.

Chairman Tague said that out of 7000 names for jury service, less than 200 were sent back. Oath is taken to the questionnaire, but Mr Tague said he never knew of anyone being prosecuted for misrepresentation.

Of the thousands of names in the ballot box at City Hall, which each three years holds from 7000 to 10,000 names, some have never been drawn and among them are many who were never investigated, for according to the chairman, about two years ago the police were not called upon to investigate the Election Department's jury list.

"Several weeks ago," said Mr Norton. "I introduced a similar order, but it met with opposition though I knew that bootleggers, thieves and larceners sat as jurors, and if their names were published in the press that we would be ashamed to have such a list."

A concern doing a business of about $60,000 with the Overseers of the Public Welfare in supplying coal to the poor, was attacked by Councilor Dowd on charges of short weighing and the Council passed an order asking the overseers to explain why they were doing business with the particular company.

No Forced Payments

Employes of the Public Works Department must not be compelled to subscribe one day's pay a month to the unemployment fund, as the result of an order by Councilor Dowd. He said that a union of a few members ordered all employes to contribute.

The Council passed an order introduced by Councilor Dowd calling upon the Board of Assessors to present to the City Council all available data showing assessed valuations, names of purchasers and what changes of owners there have been in the past year of property on Cross st, this city, and Power st, East Boston.

Another of his orders which passed called upon the Acting Mayor to appoint a committee of five members to study conditions in other cities and see if it is possible to give Boston a lower tax rate.

FOLEY SAYS SUFFOLK JURORS TRUSTWORTHY

Answers Charges Made to City Council That Many Who Serve Have Criminal Records

As a City Council committee prepared today to review the Municipal Election Department's processes of assembling lists of male citizens for jury duty, as a sequence to the stir created in yesterday's Council session over charges that many serving as jurors themselves have criminal records, Dist Atty William J. Foley, in a statement to the Globe, gave commendation to the jury-drawing process as it now works out.

"I am glad to be able to say that we have found the jurors in Suffolk County to be trustworthy and reliable," Mr Foley declared.

"When 10,000 names are placed in the box in the Election Department's or the city clerk's offices, it is to be expected that some with criminal records will get in, accidentally.

"But the Probation Department, on the opening day of each term, supplies to the judge in each session the record, if any, of the jurors drawn for that session.

"The court in every instance excuses from service any man who has a record of having committed any really serious violation of law. Trivial matters, or any minor offenses that happened years ago, are sometimes overlooked, even by the court. On the whole, experience has demonstrated that jurors here are to be trusted," he concluded.

Asked if he cared to comment upon the system as it has operated, Chief Justice Walter P. Hall of the Superior Court replied that he would make no comment.

Chairman Peter F. Tague of the Election Commission and his associate commissioners, Daniel H. Rose, Charles T. Harding and Mrs Helen Macdonald, showed readiness to discuss the jury-drawing process with Councilors R. G. Wilson, W. G. Lynch and I. Ruby, the committee delegated by the Council chairman to review the process, with the idea of possibly proposing means for its improvement.

The Election Commissioners clearly do not attach much weight to the criticism offered by Councilors yesterday. Their official documents on the 185 men excused from jury duty since Jan 1, after their appearance at the Courthouse, show that, of this number, only 17 were rejected for having a criminal record.

Most of these men were rejected by the courts for physical disabilities, excused for busines sreasons, as Government employes, or else given deferred service. In several of the 17 cases, the Election Department itself had notified court authorities in advance that there had been minor infractions of the law on the part of the man involved.

Chairman Tague said he doubts if many other cities of Boston's size can show so low a percentage on this score.

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by increased poll taxes on men and poll taxes on women."

In view of present conditions, he said, he did not feel the time ripe to attack State expenditures, but expressed opposition to the "reckless" attitude of "Mayor Curley and others" with regard to municipal expenditures. He expressed the belief that heavy taxation has hurt Massachusetts industry, as did Philip Nichols, the presiding officer.

Thomas L. Hinckley, acting director of the division of municipal and industrial research at the Massachusetts Institute of Technology, explained three discoveries his division had made in a study of municipalities.

There is a lack of centralized executive responsibility, as each department head is much a law unto himself. Organization is behind that of business, which prevents long-term financial planning. The personnel problem is exceedingly difficult.

On the motion of William S. Felton of Salem, a former vice president of the Massachusetts Chamber of Commerce, the meeting adopted a resolution which is to be forwarded to the Legislature proposing suspension of the Old Age Pension Act for a year. This resolution was based on the facts that the Legislature made no provision for the obtaining of funds and "because of the severe industrial depression and a desire not to retard further the return to prosperity."

Another resolution, that the president of the Massachusetts Chamber of Commerce appoint a committee of 15 to study ways and means of remedying and relieving the existing burden of public expenditures and taxation, was unanimously passed.

John E. Beck, chairman of the Chelsea Chamber of Commerce, also spoke. The meeting elected:

Samuel H. Thompson of Lowell, president; Judge James A. Halloran of Boston, Alton D. Edes of Plymouth, and John C. Robinson of Springfield, vice presidents, and Victor W. Collier of Milford, Edward Drake of New Beford, Harold H. Fletcher of Chelmsford, Philip Nichols of Boston, George H. Vose of Beverly, Roy A. Hitchings of Attleboro, William S. Henry of Chelsea, Carl Dodds of Framingham, James R. Glidden of Middleboro, Spencer A. Reed, Walter S. Barr of West Springfiel, John J. Cornish of Boston, Charles C. Brown of Osterville, Hugh J. McMackin of Boston, John W. Downs of Boston, George H. Spillane of Lowell, Bradbury P. Cushing of Boston, William S. Felton of Salem, and Joseph Sisson of Boston, directors, who will later elect the secretary and treasurer.

AMERICAN 5/12/31

More Schools and Less Politics, Please

The Legislature is putting its hands on Boston's throat again.

It would abolish the present School Committee of the city of Boston and substitute in its place a new committee of seven members.

Why the change?

It is unnecessary.

If the people of Boston are dissatisfied with the present members of the School Committee, they have it within their power to elect new ones.

Whether a School Committee consists of one, five, seven or 100 citizens of Boston is unimportant. The character and the ability of our school administrators are the only tests that need be applied to them. And that test can be applied by the people of Boston when the candidates for the School Committee offer themselves at the regular elections.

We have seen numerous instances the past few months of Mayor Curley, who is better informed of the needs of the city than any group of legislators possibly could be, trudging up The Hill like a mendicant with hat in hand begging for the city of Boston ordinary rights which any city in this Commonwealth ought be allowed to decide for itself.

This School Committee scheme is another example of needless political meddling into what ought to be the sovereign authority of a sovereign city.

The Legislature, Republican in majority, has other duties, less political and more important to the public welfare, to which it ought to be dedicating itself instead of attempting to impose its will upon the city of Boston because a majority of its citizens happen to be Democratic.

What we need is more schools and less politics.

HERALD 5/12/31

TERMINAL HERE FOR SEADROMES

First of Eight Ocean Landing Fields Will Be Started Soon

PLAN TO EQUIP EACH WITH HOTEL AND BAR

Construction on the first of the eight seadromes, which will make Boston the principal aviation point in the United States, in a seadrome system spanning the Atlantic ocean in 1933, will be begun in two weeks, it was announced yesterday by Edward R. Armstrong, inventor and president of the Armstrong Seadrome Company.

Each seadrome, he said in an interview, will be equipped with a bar, a hotel which will provide rooms and bath, restaurant service, barber shop swimming pool, gymnasium, golf, tennis, stock quotations, motion pictures radio programs, and radio communication with shore.

Following the annauncement, a radiogram was sent to Mayor Curley, aboard the S. S. France at sea, which told him of the inauguration of the seadrome system and invited Boston to become the leading terminal stop of the system. The radiogram said that the project was backed by the General Electric Company and the DuPont Company.

The first seadrome built, Mr. Armstrong said, will be called the Langley It will be constructed eight miles from shore in the Delaware bay, and will be towed to permanent location, about 200 miles south of Nantucket, in the spring.

The location of the seadrome has been surveyed and approved by officials of the United States navy, according to its inventor. It is located 50 miles nearer to Boston than New York, and if projected improvements to Boston's airport are completed when the transatlantic seadrome system is inaugurated in 1933, Boston will be the principal link of the system.

Mr. Armstrong said, "Seadromes will be built at a cost to the company of $4,000,000 each. However, the whole system will not cost as much as a modern fast steamship."

"The seadromes will be anchored to the bed of the ocean between America and Europe at intervals of about 380 miles apart. They will also be used as refueling and meteorological stations by international airmail and passenger planes.

"The roundtrip for each passenger will be estimated at the rate of 10 cents of mile. We plan to use four-motor amphibion planes to start and will later lease the system to other transatlantic transportations companies.

"The ocean airports can be repaired and will be maintained at sea indefinitely. Because of the design the seadrome will not roll or pitch, nor will it be subject to the impact force of the waves, remaining stationary even in the highest seas."

TRAVELER 5/12/31

Curley Given Control Of School Construction

Revelation that Legislature Passed Bill Taking Authority from Commission In April Causes Sensation

Final authority on construction and repair work in Boston schools, involving the expenditure of millions of dollars annually, is taken from the school buildings commissioners and placed with the city building department and Mayor Curley, under the provisions of a law passed by the Legislature and signed by Gov. Ely in April.

Revelation that the bill had been passed and signed without a single interested school official being notified caused a sensation last night in school circles and resulted in a hurried conference of the Boston school committee and the board of school buildings commissioners.

The conference decided to start an investigation, under Chairman Richard J. Lane of the school buildings commission, into the reasons why the school officials were not notified. It was also decided that Gov. Ely will be apprised of the importance of the situation today and, if the legislative rules committee refuses to admit an amendment exempting the school department from the law, he will be asked to send a special message to the Legislature urging the exemption.

Millions of dollars worth of school construction and repair, which would ordinarily be started during the summer months when children are not in school, may be held up until the matter is settled. It is not beyond possibility that school officials, if forced, will go to the courts for relief.

The bill passed last month was introduced by Representative Bernard Finklestein for Mayor Curley. The mayor was roundly condemned at the secret meeting last night for having tried to "obtain control of the school building department."

The present law under which the school building department operates was passed in 1929. It was favored originally because of the feeling that control of school construction and repair by a department controlled by the mayor might result in extravagance.

Under the building law, as passed and signed by the Governor, the school buildings department will be forced to obtain a permit from the city building department before work can be done. Edward W. Roemer is the present head of the city building department.

LANE IS INDIGNANT

Chairman Lane last night said he had heard that the law had been passed only last Saturday.

"It was the first I heard of it," he declared. "I am especially indignant that, whether it is a good or a bad law, we did not have a chance to say anything. It might at least have been called to our attention.

"If it means that we have to employ legislative counsel to watch things on Beacon Hill it is a new thing to which we may give considreation. I called Corporation Counsel Silverman today to protest against this strange procedure. It seems to me that some one in his department, or the legislative counsels of the city of Boston might have obtained our view on the matter.

"For years our department has built school buildings. Here we have two departments working on the same thing. We have men trained and experienced as well as the building department. In getting plans for school work approved by city building inspectors there is bound to be a delay, particularly in the case of repair work on schools this summer.'

Under the present city charter no contract can be made by the city until the mayor approves it.

Another vital feature of the law relates to school halls. In buildings in which there are halls used by the public there must be a six-foot clearance on two sides of the building so that the public safety might be guaranteed. In many schools the halls are in the centre of the buildings, placed there because the building is of first-class fireproof construction.

SILVERMAN EXPLAINS

Corporation ounsel Samuel Silverman, reached at a hotel in New York city early this morning, said that inasmuch as the bill affected every department, he had not considered it necessary to notify each department separately.

"That bill was introduced in the same manner as all other bills are introduced and was for the purpose of requiring every department to be under the inspection of the building department, that is, to get the benefits of its judgment," he said.

"I dont' think the mayor knew about the bill; he signed it along with 50 or 60 others that I brought in for his signature and I don't believe he studied any of them.

DIDN'T BOTHER ABOUT IT

"None of the other departments know about it, either. I did discuss it with Commissioner Long of the park department, so he knew about it and finally agreed that it was a good thing. My department, the law department, knew all about it and approved it.

"There was no sense in notifying all the other city departments, since they all came under the provisions of the bill, and I didnt' trouble to notify them —I never do in a case of that kind.

"If any one were to call it to the attention of the school department it would be me, but since the bill applied to them all alike I didn't bother about it. I'll assume responsibility for not notifying the school department or any other department."

GLOBE 5/12/31

TAXATION SHOULD BE MORE GENERAL

Commissioner Long Tells Chamber of Commerce

More people should pay taxes, according to speakers at a discussion led by Tax Commissoner Henry F. Long yesterday, at the annual luncheon-meeting of the Massachusetts Chamber of Commerce, held at the Hotel Statler yesterday in conjunction with a taxation meeting with other Massachusetts business and trade groups.

Taxation should be spread over as large a section of the people as possible, according to Tax Commissioner Long, who believed that that would make more people in Government. So greatly did this principle enthuse Alexander Whiteside, vice-president of the Massachusetts Tax Association, that he commented on it with approval before he began reading his typewritten manuscript.

The Tax Commissioner said that only about 7 percent of the people are affected by the income tax. He wished to "spread taxation over as many people as possible," he claimed, "not merely to interest them in Government, but also to interest them in keeping expenditures low." He would exclude from among taxpayers, he said, those too poor to pay any. He also looked with disfavor on tax-exempts. In the past 10 years, he argued, cities and towns of Massachusetts have increased their annual expenditures until they have reached $267,000,000.

He hoped that cities and towns in future would think of expenditures, not in terms of the tax rate, but regard to the amount of taxation per capita.

"In 1932," he concluded. "I hope you'll all be alive. If you are, I hope God'll be with you, for you'll need it. Taxation will be worse."

"To keep the Governor's program in bounds," said Mr Whiteside, after praising the principle of spreading taxes, "the Massachusetts Tax Association has recommended five principles:

"No reduction in the age limit for old age assistance.

"No increase in the State tax.

"No increase in the income tax, especially corporative taxes.

"Gain revenue by increased gasoline tax.

"Pay for the Old Age Assistance Act

Globe 5/12/31

CITY COUNCIL ORDERS DELAY ON OLD STATE HOUSE TABLETS

Passes Order Calling on Acting Mayor McGrath to Consider Matter of Rescinding Contract With John F. Paramino

Boston's contract with John F. Paramino for two tablets to be placed on the Washington st outside wall of the Old State House was aired in the City Council yesterday and the body passed an order calling upon Acting Mayor McGrath to consider the matter of rescinding the contract.

Councilor Clement Norton of Hyde Park, who introduced the order, charged that of $67,300 spent by the Commission on Marking Historical Sites, Mr Paramino received approximately $57,000 worth of the work and that "when another contractor has done similar work for the commission, the price appears to be about one-half of that charged by Mr Paramino."

Objecting to Mr Paramino being termed "a contractor in bronze memorials," Councilor Bush declared he was a distinguished sculptor. Mr Bush in turn was characterized by Councilor Norton as "an emissary of His Honor the Mayor," and Councilor Bush retorted, "Whatever Mr Paramino is, he is not a bull artist. He charges what he values his services are worth."

Describes Tablets

Councilor Norton, speaking on his order, described the two tablets which have already encountered great opposition. One is to commemorate a wooden arch, a temporary structure, according to Councilor Norton, under which Washington passed when he visited Boston in 1789.

The second tablet is to commemorate the "Towne House" which formerly occupied the Old State House site, and Mr Norton said there are no accurate records of pictures showing what the house looked like.

"Historical societies of Boston," said Mr Norton, "are practically a unit in condemning the placing of these two tablets on the famous wall. They include the Copley Society of Boston, the Bostonian Society, custodians of the Old State House; the Bay State Historical League, composed of 85 local historical societies; the Sons of the American Revolution and the Society of Colonial Wars.

"Regardless of protests that the tablets have been objected to as being neither historically correct nor significant enough to warrant defacing the wall, Chairman Walter G. Page of the commission appointed last year by Mayor Curley has declared: 'I think you'll find the tablets will go up. The Mayor has signed the contract, and I've signed it, and, so far as I am concerned, the tablets are going up.'

"Chairman Page had no authority from his own commission to go ahead and on April 14 Mr Paramino was sent a communication that if Chairman Page signed the contract it was by inadvertence."

Prices for tablets supplied by Mr Paramino and others supplied by the T. F. McGann & Sons Company were offered to the Council, showing that Mr Paramino supplied the following: Cotton & Vane, $800; Old Brick Church, $650; Faneuil Hall, $600; John Winthrop, $750; Endicott & Yale, $800; Evacuation Tablet, $600; total, $4200.

T. F. McGann & Sons Company supplied tablets for Hugenot Tablet, $12; Boston Neck, $360; First Meetinghouse, $300; Cambridge Street Church, $330; Paul Revere, $275; Thos. Hutchinson, $325; Northern Battery, $370; total, $1972.

Money for Needy

"The great question today is to get money to feed and clothe the needy," said Mr Morton, "and it is no time to squander the people's money on memorial tablets. Mr Paramino's Founders' Memorial on Boston Common that cost, $45,000, could have been built for $30,000, according to Secretary Walter K. Watkins of the commission.

"There is evidence that Chairman Page has a very high regard for Mr Paramino's work for he has suggested that the memorial to the World War veterans be erected in Boston and that Mr Paramino should construct a memorial to the veterans of the Spanish American War with this money.

"Secretary Watkins of the committee, in one instance, went ahead and arranged for a $350 tablet to be placed on St Stephen's Church. The Colonial Brass Comapny was to furnish it. Chairman Page stepped in and insisted that the work go to Mr Paramino, who furnished the tablet at a cost of $1300.

"Chairman Page was desirous of naming Roxbury Fort after Gen Knox. The Roxbury Historical Society vigorously objected and pointed out that Col Rufus Putnam and Col Jeremiah Gridley, Roxbury men, planned and built the fort.

"But the chairman was successful in having Mr Paramino place a $1500 tablet at this point in memory of Gen Knox, disregarding the fact that the Sons of the American Revolution had previously placed a Gen Knox tablet on the sight of his home on Essex st, Boston.

Asks Postponement

"Because I do not believe that the Mayor of Boston was correctly informed as to just what was going on, I respectfully request that this matter of placing tablets on the front of the Old State House be postponed.

"We in Boston do not own the old State House. We only hold it in trust. It belongs to the patriotic Americans throughout the length and breadth of our land.

"It belongs as a symbol to the freedom-loving people of the entire world. Ours is a sacred trust to preserve this shrine of American patriotism intact for generations yet unborn.

"I demand, Mr President, that we stop this squandering of the people's money for the benefit of a contractor in bronze materials, and, more important, I demand that this desecration of a famous patriotic American shrine be stopped."

PARAMINO INDIFFERENT ON TABLETS' CONTRACTS

The sculptor John Paramino said last evening that he had done nothing about the Old State House tablets.

He said when he found there was opposition to them he thought it would be best not to go ahead with the work, and as far as he was concerned, he didn't much care whether the contracts for the two tablets were canceled or not.

BOSTON SUGGESTED AS SEADROME LINK

Sponsor Here Explains Plan for Ocean Planes

Edward R. Armstrong, sponsor of the plan to maintain a chain of eight seadromes or floating islands at intervals of 400 miles across the Atlantic as refueling and meteorological stations for transatlantic air service, paid Boston a visit yesterday.

In an interview at the Copley-Plaza, Mr Armstrong said the purpose of his visit was to invite the city of Boston to become one of the major American terminals for the seadrome service.

The invitation was relayed by radiogram to Mayor Curley aboard the steamship France, at sea, by Thomas A. Mullen and John T. Scully of the city's Commercial Industrial Publicity Bureau.

Mr Armstrong said that the Langley, the first of the eight seadromes, will be started within two months and completed in a year. Its location, he said, will be about 125 miles south of Nantucket Island, due East from Atlantic City, and a one-stop hop from Boston, New York, Norfolk and Bermuda.

He prophesied that within a few years six or more international air services, using large amphibian planes, will be crossing the ocean by the seadrome route in from 24 to 30 hours.

The projected anchoring of seadromes or landing decks on the ocean has been widely discussed for some time. Some of the features pictured have been a hotel on each seadrome accommodating 100 persons, bars beyond the reach of prohibition, radio communication with shore, motion pictures and entertainment.

Mr Armstrong took a leave of absence from the E. I. du Pont de Nemours Company of Wilmington, Del, where he was chief of the mechanical experimental division, some years ago to become president and general manager of Armstrong Seadrome Development, Inc.

Post 5/12/31

FOR UPLIFT OF SUFFOLK CO. JURORS

Many Now Called Unfit—City Council Starts Survey

Boston's City Council last night started a survey to improve the method of selecting Suffolk jurors as the result of the observation of a Superior Court justice that "the average panel was not fit to sit on a criminal case."

Councillor Robert Gardiner Wilson, who will head the survey committee, told the Council that he was informed by a judge that 30 per cent of the jurors had criminal records. He declined to name the judge.

RECORD CHARGE DENIED

Called before the Council, Chairman Peter F. Tague of the Election Commission, stated that such might have been the case a year or two ago when a previous election commission failed to have the records of the prospective jurors investigated by the police department, but he contended that the present system was recognized as the best in the country.

He characterized as "positively untrue" the assumption that one out of every five jurors had a court record. He expressed the belief that less than three out of 100 had court records, which they might have picked up between the time they were investigated and the time they appeared in court.

Out of the nearly 300,000 voters on the list, he said, the election commissioners pick about 10,000 names for investigation by the police. Those approved by the police are called into City Hall and required to fill out a questionnaire under oath, stating whether they have court records.

Double Inquiry System

About 7000 survive the investigation and the oath, said Chairman Tague, and they are placed on the list of jurors and their names locked up in the jury box. When the Council then draws from the sealed box a list of 300 jurors for service, the records of those selected are again sought in the files of the State Department of Correction, the probation department at the court house, and the files of police headquarters, before they appear in court to sit.

That a few men might swear falsely in order to sit on the jury, and refuse to disclose court records in other States, Chairman Tague agreed was possible, but he insisted that the number would be small and all but impossible to stop.

Record 5/12/31

Hurls Charge of Grafter at City Coal Man

Hurling charges of graft and short weight at Benjamin Waldman, City Councillor John F. Dowd declared at yesterday's meeting that the concern of which he was a member had received $58,000 in city coal orders since Jan. 1 because of collusion and political pull.

Dowd startled the council when he declared Waldman had twice been convicted and fined in the courts for giving short weight.

"He gave a blind man in Charlestown 700 pounds for half a ton of coal," Dowd asserted. "The overseers of public welfare didn't prosecute him because of political pull. But they made him deliver 300 pounds more.

"I am asking Chairman Simon Hecht to tell us what political pull Waldman has. The time has come when Hecht should answer to the people of Boston. Why wasn't Waldman discharged after giving short weight to a blind man. The answer is collusion."

Hundreds of Boston residents were forced to borrow water from their neighbors yesterday when inspectors cut off the city supply in a drive to force landlords to pay more than $150,000 in back water bills.

OFF FOR DAY ONLY

In a single block at Norman street, West End, 75 men, women and children were left without water because their landlord, according to officials at City Hall, had not paid his water bills for at least three years, a bill amounting to $1500.

The supply was shut off only for a single day, it was explained by Division Engineer Christopher J. Carven, in charge of the water division at City Hall. This, he said, was to give the health inspectors time in which to obtain a complaint in the courts against the landlords for maintaining a nuisance. Under the law, the property owner is required to supply water.

In most of the cases, the inspectors turn the water on again at nightfall, so that the measure to drive in the taxes will not seriously affect the tenants, the water engineer stated. Receipts by the city collector on water bills was far below the total for this time last year, and the shut-off practice will be carried out to bring the money in.

Under orders issued some time ago by Mayor Curley, the water division officials were forbidden to keep the water supply shut off until the bills were paid, the Mayor contending that this was a hardship upon the tenant, rather than the landlord.

Herald 5/12/31

CIVIC COSTS STUDY BEFORE CITY COUNCIL

A study of costs of municipal governments in cities of a size comparable to that of Boston will be made by a committee of five members of the city council, if the council accepts the proposal, sent to the committee on rules, yesterday, for the creation of such a plan.

Councilman Dowd of Roxbury sponsored the order, and briefly stressed the need of council action which will result in a substantial tax rate reduction. He expressed the belief that comparison of governmental methods and costs of Boston with those of other cities may produce information upon which can be based constructive reform in departmental management.

Post 5/12/31

Chairman Page Hits at Critics of Sculptures

TERCENTENARY MEMORIAL CRITICISED IN COUNCIL

This $45,000 monument on the Common cost $15,000 too much, Councillor Clement A. Norton charged yesterday. Carved by John F. Paramino, sculptor, to portray in bronze the founding of Boston, it shows nothing, according to Norton.

Chairman Walter Gilman Page of the city committee for marking historical sites last night hit right back at the critics who protested against the fees paid to John F. Paramino, Boston sculptor, for civic monuments and memorial tablets.

Replying to the demand of Councillor Clement A. Norton of Hyde Park that the contracts with the sculptor be rescinded, Chairman Page shot over the telephone from his home at Nantucket: "Why, that fellow's kick seems to indicate that he would not know the difference in value between a cigar-store Indian and Cyrus Dallin's famous 'Appeal to the Great Spirit' in front of the Boston Museum."

Chairman Page questioned the historical and artistic knowledge of his critics and expressed confidence that the Paramino tablets, ordered by Mayor Curley for the Old State House, before leaving for France, would be accepted and properly unveiled.

The order introduced by the Hyde Park councillor requesting that the acting mayor "consider the matter of rescinding the contract," was received by Acting Mayor Joseph McGrath. He agreed to "consider" it, but indicated that he would not rescind it, being unwilling to place a damage suit on the Mayor's hands when he returns home.

Chairman Page announced last night that he will call an early meeting of the committee for marking historical sites and, on the suggestion of the Mayor, decide whether the tablets will be placed on the exterior or interior of the Old State House. As for the variance in fees charged by different sculptors, he insisted that artists had no standard scale of prices.

Councillor Norton protested that other sculptors charged only half as much as Paramino and yet the latter was given $57,000 out of $67,300 spent by the city for memorials in the past year.

WANTS COUNCIL TO STUDY OTHER CITIES

A country-wide tour of other American cities by five members of the Boston City Council, to study the costs and the administration of municipal government, was demanded, yesterday, by Councillor John F. Dowd of Roxbury.

He insisted that the Council should take action to cut the tax rate and expressed the belief that the study of governmental costs and methods in other cities would reveal reforms which might be adopted in the city departments here. His order was referred to the Council committee on rules for further consideration.

Traveler 5/12/31

CROSS STREET LAND BUYING QUESTIONED

Dowd Calls on Assessors for Names of Purchasers

Suspicion based on inconclusive evidence that real estate manipulators have schemed to capitalize for their financial enrichment advance knowledge of the plans to widen Cross street, North end and Porter street, East Boston, prompted the city council yesterday to ask the assessors for information about changes of ownership of property involved during the past year.

Councilman John F. Dowd of Roxbury proposed the order which calls on the assessors to inform the council the assessed valuation of each piece of property, whether valuation has been increased in the past 12 months, and the names of all purchasers of realty along the streets in the same period.

"I have been informed," said Dowd, "that the real estate men who have manipulated real estate deals under the present administration have been busily engaged in manipulating deals along both Cross and Porter streets."

Dowd charged that the "joker" in the East Boston tunnel act endowed the transit commission with authority to make street widenings within 1000 feet of the tunnel portals and that the Cross and Porter street projects have unexpectedly been fastened to the $16,000,000 tunnel plan.

In announcing the decision to widen Cross street between North and Mercantile streets, Mayor Curley made known last week that the assessed valuation of property which must be taken exceeds $1,000,000 and that a majority of the owners agreed to accept 10 per cent. above valuation. His offhand estimate of the cost of making Porter street an 80 foot highway from the tunnel portal and extending it to the airport was $600,000.

Globe 5/12/31

NEW SCHOOLS UNDER CITY BUILDINGS DEPARTMENT

Hurried Conferences This Morning Indicate No Differences Exist Between Officials

With the contracts for five school building projects ready to be signed, it was learned yesterday by school officials for the first time that under a law passed by the Legislature and signed by Gov Ely last month, plans for new buildings and repair work must be submitted to and approved by the City Building Department before work can be done. A permit must also be secured.

This knowledge, which came to the attention of school officials unofficially yesterday, led to a conference between the School Committee and the Board of Commissioners of School Buildings. This morning members of the Department of School Buildings held a conference with Building Commissioner Edward W. Roemer, as a result of which the present projects, the first to come under the new ruling, will be rushed along.

According to officials of the Department of School Buildngs, this new provision, which now applies to all city departments, will merely mean a duplication of inspection of plans, since the School Building Department has always done it. Consequently, they fear that it may cause delay in getting work done. Besides, inspectors are maintained by the School Building Department, who stay with a building from start to finish to see that no building law is violated.

They stated that the new provision, of which they have not yet been notified officially, will not make any difference so far as the awarding of contracts is concerned. This was said in answer to gossip that the measure would put control of school construction into the hands of the Mayor.

It was explained that the Mayor always signs the contracts of the School Building Department, and that he is the final authority, anyway. It will merely mean a little more red tape, which officials do not think will bother them much.

It was stated that from 1907 to 1923, all city departments were under the supervision of the Building Department. From 1923 up to last April several departments, including the School Buildings Department, the Park Department and the Suffolk County Courthouse, were exempt from supervision by the Building Department.

The contracts that are ready to be signed are for a 40-room intermediate school to be built on Walker st in Charlestown at an estimated cost of $600,000; a new 13-room intermediate school on Morton st, Dorchester, near the Southern Artery, at an estimated cost of $200,000, and elementary schools in Jamaica Plain, West Roxbury and Brighton, at a total cost estimated at $700,000.

Transcript 5/12/31

Curley Endorses Seadrome Plans

In reply to a radio sent to Mayor Curley en route to Europe by Thomas A. Mullen, regarding the invitation of Edward R. Armstrong of Wilmington, Del. to have Boston become one of the terminals of his proposed seadrome link across the Atlantic, Mr. Mullen received the following radio from Mr. Curley this morning: "Extend invitation to Armstrong to establish Boston as air seadrome base and offer complete co-operation."

That Boston will be beneficially served by the proposed construction of a seadrome 125 miles due south of Nantucket, was the conviction of Mr. Armstrong of Wilmington, Del., in an interview at the Copley-Plaza Hotel yesterday afternoon. Mr. Armstrong, who is the sponsor of a plan to maintain a chain of eight seadromes at intervals of 400 miles across the Atlantic as refueling and meteorological stations for transatlantic air service, said that the first of eight stations, to be known as the Langley, will be started within two months and will be completed within a year.

The purpose of Mr. Armstrong's visit to Boston was to invite the city to become one of the terminals for the seadrome service. The invitation was relayed by radio to Mayor Curley on board the S. S. France. The Langley's location will be due east from Atlantic City and a one-stop hop from Boston, New York, Norfolk and Bermuda. He said that within a few years six or more international air services should be using large amphibian planes, crossing the ocean by the seadrome route in a little more than twenty-four hours. Mr. Armstrong took a leave of absence from the E. I. du Pont de Nemours Company of Delaware, where he was chief of the mechanical experimental division, some years ago, to become president and general manager of the Armstrong Seadrome Development Inc. His first scale models were tested before marine engineers and other experts a few years ago, and the experimental work on the actual seadrome has been going on since.

A scale model of the proposed Armstrong seadrome is on display in the window of the Filene's Travel Shop on Washington street at the corner of Franklin street.

IN DEFENSE OF MR. PARAMINO

To the Editor of the Transcript:

The Bay State Historical League is represented in your article of May 11 on the Paramino tablets as having voted, sixty societies strong, against the tablets authorized by the Commission on Marking Historical Sites for placing on the Old State House. I am a member of the Lowell Historical Society and of the Dracut Historical Society, both of which are members of the Bay State Historical League. Neither of these societies, I can say quite positively, has taken any action whatsoever anent the tablets. Both societies have meetings later this month at which if the question of the tablets comes up I as one member shall speak as strongly as I know how against our mixing in upon this controversy.

I must wonder, incidentally, how many other societies of the league have voted as alleged.

As an art writer in the city of Boston for many years, as one who has known John Paramino since his student days, I think that the implications in your article, even if as of City Hall record they had to be prominently printed, should have been supplemented by data in the same article which would say in effect that he is widely known as an earnest, honest and artistic sculptor who would be incapable of grafting upon the city of Boston or anybody else, as implied in the statements of a member of the municipal council. It happens that as editor of the Bulletin of the New England Conservatory of Music I am a near neighbor as well as old friend of Paramino's and that during the past twelve years I have frequently been in his studio in the Gainsborough building across the street. I have there been witness of the artistic integrity of his work, very much of it done for other clients besides the city of Boston. As a member for five years of the State Art Commission I voted, with other members of the commission, to accept Mr. Paramino's "John Adams," a replica of his bust in the Hall of Fame, New York, for the Massachusetts State House.

Since your article may have left in the minds of some readers an impression that John Francis Paramino is a wire-pulling political "contractor," I write these lines in the hope that others who have known him since the days of his apprenticeship in the Saint-Gaudens studio at Cornish will also speak up for his good reputation in his difficult profession.

FREDERICK W. COBURN

Lowell, May 11.

POST 5/12/31

ATTACKS WELFARE OFFICERS

Dowd Protests All Orders to Coal Company

Protesting that a favored coal company got nearly $60,000 worth of business from the public welfare department while in court on a short-weight charge, City Councillor John F. Dowd of Roxbury demanded yesterday that the New England Coal and Ice Company be given no further orders to deliver coal to the needy poor here.

COMPANY FINED $50

This company, he charged on the floor of the Council chamber, was fined $50 by Judge Williams in Superior Court on April 17, after continuances of several months and after the district attorney's office had received a specific request to restore the case to the criminal list, from which, he said, it had been removed.

At the same time, Councillor Dowd attacked the Boston Council of Social Agencies for its recent report, which vindicated the overseers of public welfare of all the charges made against them by their critics during the past few months. "Their report was a meaningless glossary which they were forced to sign by Secretary Walter V. McCarthy under penalty of being evicted from the charity administration building, where they have free rent," said Dowd.

He contended that the New England Coal & Ice Company was paid $58,901 by the city from Jan. 1 to April 21, while it was in court, and ascribed the action of the public welfare department in continuing the business to "political influence" and to "collusion."

Case Restored to List

As examples of influence, he said that the company had the case removed from the criminal list, after a fine of $200 had been imposed by Judge Good in Municipal Court on Feb. 16, and that the district attorney was requested to restore the case to the list. A similar short-weight complaint was not prossed, he said, five years ago by a former district attorney.

Officials of the company, whom he named as Benjamin Waldman and George Walker, distributed gifts of candy and other things to the employees of the welfare department, Councillor Dowd said. That the welfare department was cognizant of the short-weight cases, while giving additional business to the company, he said, was evident in the fact that Secretary McCarthy of the department appeared in court as a witness.

Councillor Dowd protested that the welfare department failed to prosecute a short-weight case after a coal company had made good a shortage of 300 pounds to a Charlestown family on the poor relief list.

AMERICAN 5/13/31

ONE "POISON PEN" GUILTY

Changing a former plea of not guilty, Philip J. Herlihy, 24, of Belvidere st., Back Bay, pleaded guilty in Suffolk court today to two indictments charging him with sending "poison pen" letters to Mayor James M. Curley and other notables.

Herlihy was indicted following his arrest that came during an investigation of letters received by prominent persons in the city.

After the change of plea, Judge Harold P. Williams continued the case for disposition until June 1 with Herlihy on bail of $1500.

Letters received by Miss Mary Curley, daughter of the mayor; Mrs. Esther Andrews, member of the Governor's Council; former Mayor John F. Fitzgerald, Police Commissioner Hultman and many others were turned over to inspectors during the probe.

Police Inspectors George Augusta and Thomas Manning and Special Officer William J. Crowley traced them to the Back Bay and the arrest followed.

Herlihy was quoted by police to the effect that he was disgruntled because he failed of appointment to the police department.

McGRATH AIDS VOLUNTEERS

Acting Mayor Joseph McGrath has accepted the chairmanship of the committee which is to raise $10,000 to purchase an administration building for the Volunteers of America at their summer camp for needy mothers and undernourished children in Bridgewater. The building will be dedicated to the memory of the late Mrs. James M. Curley. City Councillor Robert Gardiner Wilson, Jr., of Dorchester, has agreed to act as treasurer of the fund.

Mayor Curley's Party Arrives in England

Plymouth, Eng., May 15 (AP)—Mayor Curley of Boston, with his daughter and a party of friends, arrived today from New York and proceeded to Liverpool whence they will go to Ireland.

Later they will visit Boston, England, and

TRANSCRIPT 5/13/31

Paramino Receives Vote of Confidence

Historical Sites Commission Expresses Appreciation of His Work

John F. Paramino, sculptor, announced today that he had received from the city's Commission on Marking Historical Sites a resolution expressing "the deepest confidence and appreciation" of his work. The resolution was unanimously adopted at a meeting of the commission yesterday afternoon at City Hall called for discussion of the contracts which Mayor Curley and Chairman Walter G. Page of the commission signed for Mr. Paramino to make two bronze tablets for the Old State House.

The meeting of the commission followed criticism from several sources regarding the proposed tablets and the recent charges made before the City Council that Mr. Paramino has a "monopoly" on the commission's work on bronze memorials. The charges were made by City Councilor Clement A. Norton, who introduced an order asking Acting Mayor McGrath to "consider rescinding the contracts. Several historical societies have protested against the erection of the tablets, and Secretary Walter K. Watkins has charged that the contracts were signed without an authorizing vote of the commission.

The resolution adopted by the commission, as announced l - Mr. Paramino today, said in part: "On motion duly made and seconded, be it resolved that the commission on marking historical sites in the city of Boston expresses its deepest confidence and appreciation of the work of John F. Paramino, sculptor, in his relations with the said commission." The communication, according to Mr. Paramino, said that the resolution was adopted unanimously. He said, "I deeply appreciate the confidence the commission has shown in me and my work."

The commission met in the utmost secrecy in a room in the City Hall Annex and there were indications that the session was a stormy one. A large sign "Private Hearing," was posted on the door.

The meeting was held in the hearing room of the Street Commission, and despite attempts at secrecy the sound of angry voices was plainly audible in the corridor outside. After the meeting it was learned that it had been voted to table the matter of the tablets until the return of Mayor Curley from Europe.

Neither Chairman Page nor Secretary Watkins, principals in the controversy, would issue any statement when the meeting was adjourned after more than an hour of heated discussion. Other members attending the secret session were Vice Chairman Thomas H. Dowd, Wilfred F. Kelley, Judge Frank Leveroni, Richard Fisher and Charles A. Coolidge.

HERALD 5/13/31

HURLEY ASSAILS BUILDING LAW

Asks Legislature to Repeal Control Given Mayor

ACT 'SLIPPED OVER,' CHAIRMAN ASSERTS

An amendment exempting the Boston school buildings department from the provisions of a law which requires that approval of plans and permit for construction be obtained from the city buildings department before work can be started, was filed yesterday with the Legislature for Chairman Joseph J. Hurley of the Boston school committee.

The school committee and the school buildings commission were amazed when they learned only Monday that the new law became operative April 29, when Gov. Ely signed it. The law, by giving the city building department approval of school construction, placed final authority on such matters in the hands of Mayor Curley, who appoints the building commissioner. Previously such authority had rested with the school buildings commission.

Senator Henry Parkman of the Back Bay filed the amendment for the school committee. It will come before the legislative committee on rules and can be admitted only under a suspension of the rules.

CONTRACTS HELD UP

Meanwhile, school construction work involving $1,500,000, for which five contracts were ready to be signed, has been held up pending approval of plans by the city building department which promised yesterday that every effort would be made to expedite matters.

The schools which will be delayed because of the new law are a 40-room intermediate school to be built on Walker street, Charlestown, to cost $600,000; a 13-room intermediate school on Morton street, Dorchester, $200,000; and elementary schools in Jamaica Plain, West Roxbury and Brighton, $700,000.

School officials yesterday blamed Samuel Silverman, corporation counsel for Boston, for not notifying them that the bill was before the legislative committee on mercantile affairs. Mr. Hurley said:

> By the unanimous vote of the school committee I have filed a bill through Senator Parkman to restore the status as existed before this surprising piece of legislation was placed surreptitiously on the statute books. I feel that Gov. Ely signed the law under a misapprehension as to its effect and when knowledge of its results and possibility is brought to him he will urge the Legislature to repair the damage.
>
> I regret deeply what I think is the most significant feature of the whole affair, namely, that Corporation Counsel Silverman has constituted himself as the sole judge and arbiter of the question of whether the school committee or school buildings commission shall be notified of legislation intimately affecting major school problems.
>
> The committee should be entitled to its day in court. It should be notified of all bills filed with the Legislature which affect the interests of Boston schools.

Yesterday Richard J. Lane, chairman of the school buildings commission, Asst. Supt. Michael H. Downey, legislative agent for the school committee, and officials of the school buildings department conferred with legislative leaders in an effort to speed passage of the amendment so that repair and alteration work during the summer months, involving millions of dollars, will not be held up.

It was pointed out that many workmen have been waiting for this work to tide them over the summer, and to delay letting of contracts while plans are approved by the city building department would be a hardship on these men.

Frank Bridgman, clerk of the House of Representatives, who assigned the bill to the committee on mercantile affairs, yesterday said it has been the practice to send all building and zoning bills to that committee for the last few years. Before that the bill would have gone to the committee on cities.

MEASURE CHANGED

The bill, after a hearing, had its first reading in the House March 17, the second reading the following day and was then held until March 24, when on a voice vote, it was passed to be engrossed. On March 26 it went to the Senate, where on motion of Senator Arthur W. Hollis of Newton, a clause exempting railroads from the provisions of the bill was included. It was passed to be engrossed April 10, returned to the House for concurrence on the new clause and passed April 15. Speaker Saltonstall signed it April 21, President Bacon April 23 and Gov. Ely April 29. It went into effect at once.

The law as originally drafted by Mr. Silverman failed to exempt stations used for railroad purposes, Suffolk county buildings and school buildings. After considerable protest the railroad exemption clause was inserted, but the school and county buildings exemptions were never inserted.

Thus, it was said yesterday, unless exemption is given in the special act that will be passed in connection with the multi-million dollar Suffolk county courthouse proposed by Mayor Curley, the mayor through the city building will have the final say on the building plans because of his power of approval.

WOULD ADD TO BOARD

Yesterday the joint committee on cities, with Senator Chester W. Allen of Springfield and Representative Peter Fitzgerald of Boston dissenting, reported favorably a bill increasing the membership of the Boston school committee from five to seven.

Under this bill five members would be elected in November, the three receiving the largest vote to hold office for four years and the two receiving the next largest vote for two years. In 1933 four members would be elected for four years. From 1935 on all members would be elected for four years.

POST 5/13/31

LIPP AGAIN GETS CASH IN WIDENING

Will Get $77,000 for Building at Cross Street

Abram Lipp, downtown real estate broker, who figured prominently in the Exchange street widening and reaped a rich profit in the $16,000,000 traffic tunnel sites, will collect again from the city in the proposed $1,000,000 widening of Cross street.

IN NAME OF STRAW

This was revealed late yesterday when the Boston Transit Commission filed in Suffolk Registry of Deeds its order to take 11 pieces of real estate on the north side of Cross street, between North and Mercantile streets in the market district, to provide a broad approach to the tunnel.

The records disclosed that the property to be taken by the city includes a piece of property held for the last five years in the name of Miss Elizabeth C. Hyland, acknowledged by Mr. Lipp as one of his "straw" property holders, as she is employed in his office as secretary.

For a six-story building and 2562 square feet of land at 63-65 Commercial street, at the corner of Cross, Mr. Lipp will receive $77,000 under the decision of the city officials to grant but 10 per cent in excess of the assessed valuation. The property is assessed at $70,000.

Most Take Mayor's Offer

The total cost of the land takings will be $1,044,000, provided some of the owners refuse to accept the offer of Mayor Curley to allow 10 per cent above the assessed valuation. A majority of the owners, however, agreed to accept the Mayor's offer.

It was learned that the owners lost $155,000 through their own action during the last three years in appealing to the board of assessors for tax abatements. Three years ago the property was assessed for higher values, which with the 10 per cent would have given the owners that much more had the city taken the property at that time.

In the land takings the largest award will go to the F. H. Roberts Candy Company, which will receive $247,500 for its six-story building and 10,814 square feet of land at 128-134 Cross street. This property was given an abatement of $17,500 a few years ago.

An award of $110,000 will be given for the six-story building and 2975 square feet of land at 138 Cross street, listed in the name of Marion K. Mullen.

TRANSCRIPT 6/13/31

Denies Art Monopoly by John Paramino

Chairman Page Says Sculptor Was Paid $8400, Not $57,000 — Norton Renews Charge

Controversy concerning the city's Commission on Marking Historical Sites was renewed today, when Chairman Walter Gilman Page denied that Sculptor John F. Paramino has "monopolized" the work on bronze memorial tablets erected by the commission, as charged at a City Council meeting Monday by Councilor Clement A. Norton of Hyde Park.

Principal developments in the controversy today were as follows:

(1).—Statement by Chairman Page that Mr. Paramino has been paid $8400 and not $57,000 for tablets erected by the commission.

(2).—Denial by Chairman Page that his commission was responsible for awarding the $45,000 Founders' Memorial contract to Mr. Paramino.

(3).—Statement by Councilor Norton that the Historical Sites Commission officially endorsed Mr. Paramino as sculptor for that project.

(4).—A charge by Councilor Norton that Chairman Page sponsored the Founders' Memorial and Mr. Paramino's design.

Denying charges made by Councilor Norton, Chairman Page said that Mr. Paramino has received $8400 for this work and not $57,000, as alleged by Councilor Norton.

The commission, said Chairman Page, had nothing to do with the awarding to Mr. Paramino of the Founders' Memorial on Boston Common, which Councilor Norton said cost $45,000, the award having been determined by the city art commission. Chairman Page defended Mr. Paramino's work as a sculptor, saying that his "standing and ability are too well known to require much comment."

The whole matter, said Chairman Page, will be discussed at a meeting of the commission to be held tomorrow or Friday, when the controversy concerning the two tablets for the Old State House also will be taken up.

The following is the statement issued by Chairman Page:

"The Commission on Marking Historic Sites has employed sculptors to carry out the marking of certain sites for the reason that not only are these memorials of a permanent nature but should meet in their execution the high standard set by the Art Commission of the city of Boston as well as carrying out the ideas of the men whose knowledge of history makes these memorials valuable to future generations.

"We are preserving for the future as well as educating the present, therefore, it is essential that we secure the best talent available in order to fulfil the inherited reputation which our city enjoys. Naturally, if we are to secure the services of the best sculptors available for this kind of work, it is necessary to employ them upon a basis which represents the fair compensation for such work. These memorials in their design and in their details, as well as in the matter of cost, have always been approved by the Historic Sites Commission as a whole.

Art Commission Final Authority

The Boston Art Commission is the final authority for the design, both as regards the bas-relief, if such is used, and also the lettering and spacing of lines. The sculptor cannot collect a single payment under a contract awarded by the Historic Sites Commission without approval of that payment, in writing, by Charles D. Maginnis, the chairman of the Boston Art Commission. It would be an insult to the members of this commission to intimate that they are not able to determine what compensation sculptors are fairly entitled to receive for public work.

"It would appear that Councillor Norton has been seriously misinformed if he believes that the Commission on Marking Historic Sites has been concerned with the expenditure of $67,300. The precise amount is $22,200—consisting of a balance of $2200, available when the commission was appointed by Mayor Curley early in his present administration, and $20,000, appropriated by the Boston City Council at that time. Of this $22,200 Mr. Paramino received contracts aggregating $8400 only.

"The Founders' Memorial, dedicated by the mayor at the time of the Tercentenary Celebration last summer, was not under the jurisdiction of the Commission on Marking Historical Sites. The appropriation for that memorial was made by the City Council; approved by the mayor; the contract was between the Art Commission and the sculptor; and was also subject to and received the approval of the Boston Park Commission as well as the Boston Art Commission.

"Mr. Paramino's standing and ability as a sculptor is too well known to require much comment. He was trained by Bela L. Pratt and Augustus St. Gaudens. Some of his best known recent works are: Bust of the late Dr. John Collins Warren, placed at Warren Museum, Harvard Medical School; portrait bust of Hon. Albert E. Pillsbury, placed at the Boston University Law School, and Lawrence Academy; portrait bust of Mrs. Henry Cabot Lodge, placed at the "Boston Chapel," at Nahant; portrait bust of John Adams, placed in the Hall of Fame, New York.

"Mr. Paramino has specially qualified for historical work, among his recent works of this nature being: Mary Chilton Memorial for the Mayflower Association; Province House and Scammell Memorial for the Sons of the Revolution; Captain John Keayne, placed at No. 1 State street for the Ancient and Honorable Artillery Company; Kearsarge Memorial, placed by the Kearsarge Association of Naval Veterans; Harvard Union Boat Memorial, Harvard University; Declaration of Independence Memorial, Cathedral of St. John the Divine, New York city; Memorial Hall, Washington, D. C., Daughters of the American Revolution.

"For thirty years the task of marking the historic sites of Boston so that her greatness may not be forgotten, has been very near my heart, and it is greatly to be regretted that the future of this work should be endangered by unjustified attack."

Councilor Norton's Statement

Councilor Norton's statement today was as follows:

"Chairman Page is correct when he states that Mayor Curley approved the contract for building the Founders' Memorial. The art commission merely approved the design and are concerned with artistic value alone, not contracts. Since the memorial was built on Boston Common, the Park Department, the chairman of this department also approved the bill. But these facts in no way disprove my statements made in the Boston City Council last Monday.

"I claim that Chairman Page has been giving his friend, John F. Paramino, nine-tenths of the work; that there are many other people in Boston who are fully competent to submit designs and bids and that they should receive consideration from Chairman Page. I want every competent artist to have a square deal.

"Here is my evidence that Chairman Page gave John F. Paramino, the job of building the Founders' Memorial on Boston Common. In January, 1930, when Mayor Curley took office, Chairman Page walked in to him with a list of names of men whom he suggested to serve on the City of Boston Commission for Marking Historical Sites. This commission did not function during the regime of Mayor Nichols. Mayor Curley appointed those suggested by Walter G. Page and made Mr. Page chairman of the commission.

"A few days later, the mayor called a meeting of about fifty prominent citizens to arrange for the Tercentenary celebration. At this meeting, before this group of citizens in the mayor's office including Charles K. Bolton of the Boston Athenæum, Herbert Parker, and Secretary Walter K. Watkins, Mr. Page stepped forward and presented to the mayor a plan for a founders' memorial on Boston Common. The mayor approved the idea; the City Council appropriated the money, and a few days later, on Jan. 18, 1930, Chairman Page's commission on marking historical sites, all appointed by Mayor Curley only a short time previous, sent the following statement to Mayor Curley:

> Voted, that it is the sense of this commission that the founders' memorial, designed by John F. Paramino, and Charles A. Coolidge, architect, is worthy of approval by his honor, the mayor.

"If Chairman Page's commission had nothing to do with naming Paramino, why this communication?

"At the very first meeting called by the mayor, Chairman Page presented the idea for the Memorial and at the same time the design of John F. Paramino, and on March 6, 1930, the mayor signed the contract with Mr. Paramino. The park commisioner and the Art Commission, which approves only as to merit, had nothing whatever to do with awarding the work to Mr. Paramino.

"Chairman Page would now have it believed that he had nothing to do with awarding this work to John F. Paramino, that others did. The facts speak for themselves. Chairman Page has suggested that John F. Paramino build the Memorial to World War veterans in Boston. This is a State matter, Chairman Page having nothing to do with it, but he offered the suggestion. He has also suggested that he build a memorial also to Spanish War veterans in Boston.

"I have no objection to Mr. Paramino as an artist. I do object to his receiving nine-tenths of the work that Chairman Page can swing his way.

"I repeat that Mr. Paramino's charges appear to be double those of other artists."

TRAVELER 5/15/31

19 U. S. Mayors Ready to Embark for France

Six Weeks' "Good-Will" Tour Recognition of Courtesies Shown in Their Cities to Coste and Bellonte—To Take Wives Along

NEW YORK, May 15 (UP)—Nineteen American mayors and officials representing four other cities gave their last telegraphic instructions to their respective city halls today, sent their bags aboard the steamship Ile de France, and prepared to leave the cares of office behind for six weeks.

REPAY COURTESIES

Guests of the French authorities on a whirlwind tour of France, together with two weeks in the city of Paris, the mayors are being entertained as a return courtesy for the hospitality their cities showed the French fliers, Dieudonne Coste and Maurice Bellonte, on their goodwill tour of America last year.

Sailing today at 4:30 P. M., the Ile de France is expected to arrive at Havre May 21. Another group of mayors will join them later at Paris.

"It may seem like taking a ham sandwich to a banquet," said Mayor George L. Baker of Portland, Or., "but you'll notice that all of us who have wives are taking them along, too. The party is sure to be dignified, and the ladies may lend some grace to an otherwise motley assemblage. All classes, kinds and politics are represented here. But we're going to try to sink our political differences over there."

The mayors and their wives were guests last night at a formal dinner on board the Ile de France, given as a "bon voyage" party by Jean Tillier, president of the French Chamber of Commerce. Representing the French government, Jules Henry, counsellor to the French embassy, spoke happily of the events the party will witness.

GOING TO EXPOSITION

"The significance of the International Colonial Exposition you will see," he told them, "rests in the fact that the new France today is in her colonies and protectorates."

"It is there, especially in Tunisia, Algeria and Morocco, that our future greatly lies," he said, "and every Frenchman realizes it."

M. Henry referred genially to the fact that the Americans may have an opportunity to "teach their palates" something of French vintages, and said he hoped the American electorate would understand.

At 1 P. M. today, the mayors were to be received by Mayor James J. Walker at City Hall. Walker, who has been a frequent visitor to France, was called upon to give his fellow municipal executives some choice advice as to the paths they should follow.

THOSE IN PARTY

The mayors' party includes: Mr. and Mrs. J. C. Porter of Los Angeles, Cal.; Mr. and Mrs. Victor J. Miller of St. Louis, Mo.; Mr. and Mrs. William F. Broening of Baltimore, Md.; Mr. and Mrs. Daniel W. Hoan of Milwaukee, Wis.; Mr. and Mrs. T. Semmes Walmsley and Miss Walmsley of New Orleans; Mr. and Mrs. Bryce B. Smith and Miss Smith of Kansas City, Mo.; Mr. and Mrs. George L. Baker of Portland, Or.; James L. Key and Miss Key of Atlanta; Mr. and Mrs. Richard L. Metcalfe of Omaha; Mr. and Mrs. R. B. Marvin of Syracuse, J. F. Bright of Richmond, Va.; Mr. and Mrs. Walter E. Batterson of Hartford, Frederick W. Donnelly of Trenton, Mr. and Mrs. R. E. Thomason of El Paso, Mr. and Mrs. Franklin D. Lane of Phoenix, Ari.; Mr. and Mrs. James P. Pope of Boise, Ida., and Mr. and Mrs. Alvin P. Gray of Pasco, Wash.

Representing other cities are: Henri Prince, New York; Judge Frank M. Padden, Chicago; Sylvester Andriano, San Francisco, and E. Kirk McKinney, Indianapolis.

Mayor James M. Curley of Boston sailed last week, and Mayor Benjamin F. Stapleton of Denver sails next Friday, both of them joining the party in Paris.

POISON PEN WRITER GUILTY

Back Bay Man Confesses Sending Libelous Notes to Curley, Hultman

Philip J. Herlihy, 32, of Belvidere street, Back Bay, pleaded guilty of criminal libel before Judge Williams in Suffolk superior criminal court today, in connection with the writing of "poison pen" letters to Mayor Curley, Police Commissioner Hultman and others. The case was continued for sentence June 1.

MIND TESTED

Herlihy was secretly indicted by the grand jury. He was under observation at the Boston Psychopathic Hospital following his arrest. He was accused of writing obscene and libellous scrawls to a score of well known officials under threat of "exposure."

The investigation started when letters were received by the mayor and his daughter, the police commissioner, Mrs. Esther M. Andrews of the Governor's council and others. All the letters bore the same Back Bay postmark.

Inspector George Augusta of the headquarters detective squad toured the area and mailed letters to himself, keying each, so he could find the box from which the threatening letters had been mailed. This point determined, he set to work rounding up all suspicious characters in the neighborhood. A search resulted in information that Herlihy became incensed at the police after he failed to pass a civil service examination for a position.

Inspector Augusta obtained the examination answers filed by Herlihy and compared handwriting with that in the "poison pen" letters. Experts said the examination and the letters were both written by the same person.

GLOBE 5/13/31

MAYOR CURLEY IN ENGLAND

Reaches Plymouth, Starts for Ireland

PLYMOUTH, Eng, May 15 (A. P.)—Mayor Curley of Boston, with his daughter and a party of friends, arrived today from New York and proceeded to Liverpool, whence they will go to Ireland. Later they will visit Boston, Eng, and the colonial exposition at Paris.

HERLIHY ADMITS POISON PEN CHARGE

Curley, Hultman, Among Letter Recipients

Philip J. Herlihy, 24, of 102 Belvidere st, Back Bay, who was arrested by Inspector George V. Augusta and other Headquarters officers as the result of an investigation into the sending of "poison pen" letters to Mayor Curley, Police Commissioner Eugene C. Hultman, and other public officials, pleaded guilty today to an indictment charging him with two counts of criminal libel.

The guilty plea was entered before Judge Harold P. Williams in Suffolk Superior Court. Herlihy was indicted by the Grand Jury, but when first arraigned he pleaded not guilty. Today, however, he retracted his former plea and admitted his guilt. Judge Williams continued the case until June 1 for disposition.

TRANSCRIPT 5/13/31

Mayor's Cars Now Free from Tagging

Traffic Board Also Exempts Other City Cars on Official Work

There will be no more uncertainty over the tagging of cars used by the mayor and his family and those used by the Law Department and the city treasurer's office, for the Traffic Commission passed an order yesterday exempting these vehicles from traffic regulations, thus ending a controversy which has been waged since the mayor's car was tagged on Province street two weeks ago.

The commission had before it Chairman Conry's report on charges filed by the Finance Commission against Traffic Engineer John F. Hurley. After the meeting Chairman Conry announced that the board had exonerated Hurley, but later it developed that three of the commissioners had refused to sign the report. Depending on Chairman Conry's statement, Frank A. Goodwin, chairman of the Finance Commission, issued a statement, in which he called for the abolition of the board, declared that Mr. Conry was only a figurehead and declared that no attempt had been made to investigate the charges against Hurley.

The only action that the commission decided to take relating to the Hurley charges was to order the preparation of a new report embodying an amendment suggested by Police Commissioner Hultman, with the understanding that a copy will be sent to each member within the next two days.

The amendment of Hultman set forth that inasmuch as the American Gas Accumulator Company, a concern which the Finance Commission charges that Hurley unwarrantedly favored, was awarded the contracts for furnishing the signal equipment for Units 1 and 2 of the signal system, it was proper that similar contracts for Units 3 and 4 should be similarly awarded.

Changes in traffic rules in scattered parts of the city requested by citizens, the fire department and Elevated officials were granted.

As a result parking is banned on Geneva avenue, Dorchester, from Tonawanda street to Park street, in the rear of the Fields Corner rapid transit terminal where parkers on the way to the city proper have congested the area. Officials in a petition pointed out that their service was interrupted, owing to the difficulty in getting cars out of the station to Geneva avenue. The same condition prevailed in K street, South Boston, between Broadway and East Fourth street and parking was ordered prohibited. Other thoroughfares closed to parking are Leather square near Congress street; Norway street on the north side from Bickerstaff street to Stoneholm street and on the west side of Bickerstaff street from Norway to Astor streets.

One-way streets voted on were Chapman place, in the rear of the Parker House, from Bosworth to School street; Bickerstaff street, from Norway to Haviland street; Norway street, between Hemenway street to Stoneholm street and Norway street from Bickerstaff street to Falmouth street.

TRAVELER 5/13/31

PAGE CORRECTS NORTON'S SUMS

$22,200, Not $67,300, Paid for Tablets, Declares Commission Head

"Councilman Clement A. Norton has been seriously misinformed if he believes that the commission on marking historic sites has been concerned with the expenditure of $67,300. The precise amount is $22,200—consisting of a balance of $2200, available when the commission was appointed by Mayor Curley early in this present administration, and $20,000 appropriated by the Boston city council at that time. Of this $22,200, Mr. Paramino received contracts aggregating $8400 only."

This is the reply of the commission, made in a statement today through its chairman, Walter Gilman Page, to the attack on the commission yesterday by Councilman Norton, who, charging extravagance and favoritism, introduced an order calling upon Acting Mayor McGrath to consider rescinding the contract awarded by the commission and signed by Mayor Curley to place tablets on the Washington street front of the Old State House commemorating a wooden arch through which Washington passed on a visit to Boston in 1789, and "The Towne House," which stood on the site of the Old State House.

$45,000 FOR TERCENTENARY

Page pointed out in his statement that $45,000 of the $67,300 charged to the commission by Norton was spent for the Founders' Memorial on the Common during the tercentenary celebration last year, and that his commision had nothing whatsoever to do with it.

"The appropriation for that memorial," he stated, "was made by the city council, approved by the mayor; the contract was between the Boston art commission and the sculptor, and was also subject to, and received the support of, the Boston park commission as well as the art commission."

In amplification of his prepared statement, Chairman Page pointed out that Councilman Norton was a member of the city council last year when the appropriation of $20,000 which he cited was made for the marking of historic spots. The $22,200, he said, after referring to the $8400 paid to Paramino, was divided among several sculptors, and Paramino has not been favored with a monoopoly on contracts for markers.

MUST BE APPROVED

His commission, Page declared, is interested in employing only the best sculptors available, and "it is necessary," he asserted, to employ them upon a basis which represents the fair compensation for such work. "The sculptor cannot collect a single payment under a contract awarded by the historic sites commission without approval of that payment, in writing, by Charles D Maginnis, the chairman of the Boston art commission."

AMERICAN 5/13/31

SHIFTS $45,000 FOUNDER SUM FROM TOTAL

Councillor Replies With a Demand for Open Hearing of "Favoritism Contracts"

Controversy waxed hot today between Walter Gilman Page, chairman of the Commission on Marking Historical Sites, and Councilman Clement Norton when Page charged Norton had been "seriously misinformed" in his statement that the commission had spent $67,300 for memorial markings.

"An appropriation of $45,000 spent by the Founders' Memorial was included in Councilman's Norton's figures of our expenditures," said Page. "This memorial, dedicated by the mayor at the time of the Tercentenary last summer, was not under the jurisdiction of our commission."

He said further in a lengthy prepared statement that $22,200 was the amount spent by the commission.

CHARGES FAVORITISM

In reply, Councilman Norton said **contract for the Founders' Me**the Founders' Memorial came under Page's commission.

"It was Page who awarded the morial. After the design he submitted had been approved, Page awarded the contract to his friend John F. Paramino.

"Nine-tenths of the money spent under Page's supervision for artistic talent has gone to Paramino. I have no objections to Paramino. He is a good sculptor, but there are others just as good, and there should be open bids for artistic work to be done with public funds.

"I demand an open meeting of Mr. Page's commission to bring out these facts. The Boston Art Commission had nothing to do with the Founders Memorial as Mr. Page infers."

DEFENDS PARAMINO

Regarding the Founders' Memorial, Page had said:

"The contract was between the Art Commission and the sculptor, and was also subject to and received the approval of the Boston Park Commission as well as the Boston Art Commission."

He defended the selection of Paramino with the statement:

"Mr. Paramino's standing and ability as a sculptor is too well known to require much comment. He was trained by Bela L. Pratt and Augustus St. Gaudens."

He listed several of his well known recent works.

HERALD 5/13/31

WHY THIS CURIOUS BILL?

The school committee feel that something has been "put over" on them. While nobody was on guard, the General Court passed a bill of which they knew nothing until it had become a law by the signature of Gov. Ely. The measure affects them in their work. A good many persons who are interested in the public schools are asking about that curious bill, officially known as House No. 229, and officially described as "by Mr. Finkelstein of Boston, petition of James M. Curley, mayor."

Why did not somebody notify the school committee? What is the purpose of this curious measure? Will the new law hamper Schoolhouse Building Commissioner Louis K. Rourke, just as he is getting into his stride in the important duties committed to him? Will the bill complicate matters which the new system, adopted as the result of the school survey, was intended to simplify?

It is not very surprising that the nature of the bill was not noticed by the ordinary spectator of legislative proceedings. It was described as "legislation relative to the application of the law relative to the construction, alteration and maintenance of buildings in the city of Boston and to the giving of certain notices by the building commissioner of said city." To read the bill would give no information to the average intelligent person. It simply said that a certain section of a certain law of 1915, as amended by a certain section of a law of 1921, and as amended again in 1923, should be further amended by the substitution of a new section entirely. And all there is in this substitution is this:

> The provisions of this act shall not apply to public highway and railway bridges, quays or wharves, nor to buildings belonging to and occupied by the United States or the commonwealth, nor to railroad stations used exclusively for railroad purposes, nor to voting booths erected and maintained by the board of election commissioners.

It is an omission in the substitution which disturbs the school committee. The original law contained also this exception:

> . . nor to portable or permanent school buildings erected and maintained by the schoolhouse department.

Those words are left out of the new law. The school committee, and doubtless the new schoolhouse commission, as well as Louis K. Rourke, would like to know why.

The act as a whole deals with the duties of the building commissioner and with our building laws. It contains requirements as to issuance and revocation of building permits and his authority to order the stopping of work on any structure until he allows resumption. The section, now amended, exempted from the authority of the commissioner certain buildings as noted above. The substitute section, now a law, omits from the exemptions both the school buildings and, another curious thing, buildings belonging to Suffolk county. The effect of the law, therefore, is to require the schoolhouse commission to deal with the building commissioner at City Hall to a degree that was not required before.

Heretofore, during the year and a third that the present system has been in operation, Commissioner Rourke has gone to the building commissioner with building plans so that official approval might be given them as to first-class construction and fire protection. This has readily been given. The city charter says that all contracts for new building or for repairs involving an expenditure of more than $1000 must have the approval of the mayor. Mr. Rourke has obtained the necessary signature without hesitation. Why now add to these provisions the requirements of this new and curious substitute section?

The present system has been working well. Even the finance commission's school investigation certified that red tape had been eliminated, repairs had been expedited, and that the "immediate effects had been beneficial." Why now make this change?

POST 5/13/31

WILL END ROW OVER TABLETS

Promise Made by Walter Gilman Page

Immediate settlement of the controversy over the memorial tablets ordered for the Old State House was promised last night by Chairman Walter Gilman Page of the Boston committee for marking historical sites before he returns to his home on Nantucket Island.

Following his arrival here yesterday he made arrangements for conferences today with the other members of the committee, after which he will reply to the critics who have charged that John F. Paramino, Boston sculptor, has been given a monopoly of the memorial work, Chairman Page stated.

That the inscriptions on the Old State House proposed memorials will be changed was made known when Chairman Page explained that it has been the custom of the committee to alter monumental inscriptions between the time the work is given the sculptor and the final acceptance of the tablets.

TRAVELER 5/13/31

COURTHOUSE BILL FAVORED

Construction Measure Reported by Senate Ways and Means Body

A bill providing for the construction of a new courthouse in Boston to house the supreme, superior, probate and other courts and the various registries was reported favorably today by the Senate ways and means committee. The state would pay 30 per cent. of the cost of the building, and Suffolk county 70 per cent., according to the terms of the measure. The construction would be carried on by a commission of three men: one appointed by the Governor, one appointed by the mayor of Boston and one appointed by a committee to be named by the chief justice of the supreme court. The commissioners would determine the location of the building and plans for it.

miscellaneous publications

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Filmed as

Volume 54

THE TAX DOLLAR—Continued

A COMPROMISE IS PROBABLE

It is not unlikely that the solution will be found in a compromise between these extremes of view. For example, adherence to the pay-as-you-go policy might be insisted upon for an amount equal to the normal expenditures of the past and borrowing might be permitted for excess amounts. Or, as a concession to the extraordinary circumstances which now confront us, the amounts for these purposes to be included in the 1931 tax levy, might be smaller than normally and the amounts to be borrowed increased proportionately. Undoubtedly the term of the bonds will be scrutinized carefully. The present proposals are for twenty year bonds for schoolhouses and ten year bonds for street reconstruction, which are stated to be well within the life of the improvements. However, a worthwhile argument may be presented that shorter terms will save interest charges and reduce the debt more quickly.

THE PRESIDENT'S DESK

I am greatly interested in our Annual Mid-Winter Dinner which will be held in the Ball Room of the Copley-Plaza Hotel on Thursday, March fifth. (You will receive a notice about the time this Bulletin reaches you.)

We are particularly fortunate this year for we have secured several distinguished guests, namely:

His Excellency, Joseph B. Ely, Governor of the Commonwealth, and His Honor, James M. Curley, Mayor of Boston, both of whom will address us on subjects of their own choosing; also Harry S. Kissell, President of the National Association of Real Estate Boards, and Judge Arthur J. Lacy, Chairman of the Property Owners Division of the National Association of Real Estate Boards.

Harry S. Kissell is a man of charming personality, one whom you will all enjoy meeting. He is a delightful speaker and will tell something of what the National Association is doing for the protection of property owners and so helping the brokers by increasing the desire of the average person to own real estate.

Stephen W Sleeper is chairman of the committee in charge of the dinner. In Toronto last summer several of us, including Mr. Sleeper and myself, heard Judge Arthur J. Lacy of Detroit speak on matters of importance to property owners. Mr. Sleeper heard him again in St. Petersburg last month, and became so enthused that he forthwith secured him for us. Judge Lacy is an unusually interesting speaker, in fact he is an unusual man. He retired from the bench in 1914 and resumed the practice of law, devoting himself primarily to realty matters and taxation problems, one of his outstanding achievements being the winning for Senator James Couzins and others of the famous Federal Income Tax case on the valuation of Ford stock, involving about forty million dollars.

A large property owner himself, Judge Lacy has taken an active part in the protection of vested rights. He is a splendid straightforward speaker with a most interesting message of what has been done and is being done in other states to safeguard real estate.

Ownership of realty is the backbone of the real estate business. The broker cannot sell unless someone wishes to own, and so it becomes as important for the broker to know what is being done for the protection of real property as for the property owner; it is selling talk.

Every person interested in property, either real or personal, should hear what Judge Lacy will say; he will be interesting and suggestive.

I ask every member of the Exchange to interest as many as possible in coming to this dinner in order that a knowledge of what is being done may reach far and wide. We promise that no one who comes will regret it.

BOSTON REAL ESTATE EXCHANGE ANNUAL DINNER

The annual Mid-Winter Dinner of the Boston Real Estate Exchange will be held in the Ball Room of the Copley-Plaza Hotel on Thursday, March fifth, at seven o'clock promptly, following a reception to officers and honored guests at six-thirty.

Our distinguished guests will be:

His Excellency, Joseph B. Ely, Governor of the Commonwealth of Massachusetts.

His Honor, James M. Curley, Mayor of Boston.

Harry S. Kissell, President of the National Association of Real Estate Boards.

Judge Arthur J. Lacy, Chairman of the Property Owners Division of the National Association of Real Estate Boards.

Tickets are four dollars and a half. Tables may be reserved by groups that wish to be together, but a suitable number of the best located tables will be unreserved so that the man coming alone or those coming by twos or threes will have as good seats as the larger parties.

Music will be by the Harvardians, the orchestra which made such a hit at our dinner at the Hotel Somerset last spring.

Time is short and it will be appreciated if everyone will send for his tickets at once.

Bring a friend.

THE FINANCE COMMISSION REPORT ON THE BOSTON SCHOOLS

We are indebted to the Finance Commission of the City of Boston for copies of its "Report of the Committee to Investigate the Methods of Administration in the Boston Schools," dated January, 1931, and enclosed therewith is a memorandum beginning:

"Under date of March 12, 1927, the Boston Finance Commission received notice from the Executive Secretary of the Boston Real Estate Exchange that the Exchange, at a meeting on March 11, 1927, had adopted a resolution which in effect requested the Boston Finance Commission to make a comprehensive study of the Boston schools."

It may therefore be of interest to our members to reread the vote of March 11, 1927, which was printed in our March Bulletin of that year.

"WHEREAS, the tax rate of the City of Boston for 1926 was $31.80 per $1,000 of valuation, of which rate $27.34 was for city expenses and $4.46 for County and State expenses, and of the $27.34 applicable for city expenses $10.43, or 38 per cent, was for public school purposes;

"It is voted that the Directors of the Boston Real Estate Exchange ask the Boston Finance Commission to make a comprehensive study of the Boston schools, showing the subjects taught in each of the grades and in all extension, evening or other courses, or instruction of any sort given at the public expense, including athletic and playground instruction and supervision, and showing the number of pupils or other persons receiving instruction of every sort at the public expense, classified as precisely as may be; and showing all expenditures and estimates for the above services and for all other outgo including cost of land, equipment, construction and maintenance of buildings and grounds, loss of taxes and water rates in municipally owned property used for the above purposes, supplies, salaries of teachers and others and showing in as much detail as may be the services rendered and hours of employment of each class of teachers, instructors or other persons employed. Also to make comparison between the services and expenditures so rendered and incurred with the services and expenditures of school departments in the other leading cities of the country.

"That a copy of this vote be sent to His Honor, the Mayor, with the suggestion that, if he approves of such a survey, he should introduce an order into the City Council for an adequate appropriation to meet the expense of making it."

THE TAX DOLLAR

Facts and Opinions on the City Finances of Boston, Prepared by the Joint Committee on Municipal Finance of the Boston Chamber of Commerce and the Boston Real Estate Exchange

Should Boston avoid a large increase in the 1931 tax rate by changing from the pay-as-you-go policy to a borrowing policy to finance schoolhouse construction and street reconstruction?

Should Boston avoid the threat of excessive debt authorization and heavy debt requirements for years to come by adhering to the pay-as-you-go policy for these purposes, at least in part, regardless of the immediate effect upon the tax rate?

Here is an issue which in some respects is similar to that confronting the state government, and it is no less important. But it commands practically no discussion and it is very little realized by the taxpayer.

The essential facts can best be understood by comparing the elements which entered into the 1930 tax rate with the probable developments in 1931.

HOW THE 1930 TAX RATE WAS DETERMINED

In 1930, the obligations of the city totaled $76,200,000. This included appropriations for all city and county departments, debt requirements, state and metropolitan assessments. Schoolhouse construction amounted to $3,415,000 and street reconstruction called for $1,000,000. From this amount of $76,200,000 was deducted revenue from sources other than the property tax, totaling $16,500,000 (mostly estimated). Included therein was $10,100,000 for the city's share of the state income tax and corporation tax proceeds. This left a remainder of $59,700,000 to be raised by the property tax. The assessed valuation having been determined to be $1,972,148,200, the tax rate became $30.80.

THE TENDENCY IN 1931

For 1931, most signs indicate larger obligations than in 1930, and smaller revenues from sources other than the property tax, thus tending to increase the amount to be raised by the property tax. The principal item of increase in the city's obligations will be in the Public Welfare Department, where it is probable that several million dollars additional will be required in 1931. Normal increases in other obligations are to be expected which combined may reach a considerable sum. Estimates of other revenue threaten a serious depletion owing to the anticipated reduced yield of the state income and corporation taxes. There is small likelihood that the assessed valuations can be increased to absorb such larger amount as may be required of the property tax.

TO BORROW $5,000,000

That the city administration is eager to avoid a tax rate increase in 1931 is evident. The decision of Mayor Curley not to grant general salary increases will help to keep down the amount of the city budget. It has won the support of citizens and taxpayers.

But chief reliance seems to be placed upon the legislative bill which would permit the city to borrow $5,000,000 for schoolhouse construction in 1931, thus eliminating any immediate charge upon the tax levy for this purpose. The city also seeks authority to borrow $2,000,000 for street reconstruction. In 1930, it obtained permission to borrow the same amount, but the Legislature required a collateral appropriation of $1,000,000 in the tax levy. Presumably the city government would prefer to be relieved of providing this amount in the tax levy.

ARGUMENT WHY THE CITY SHOULD BORROW

The plea for abandonment of the pay-as-you-go policy is strong and it has the advantage of popular appeal. The amounts requested are admittedly larger than have normally been authorized in the past, but the facilities which they would provide are urgently needed. They would help to relieve unemployment. The present is a time of low costs in which to do the work and advantage should be taken of it. A tax rate increase should be avoided at all costs. The only practical way to avoid it in the circumstances is to borrow for these purposes, thus removing them from the 1931 obligations. Since the adoption of the pay-as-you-go policy for schoolhouses in 1916, the school debt has decreased from $16,000,000 to $4,000,000, whereas the value of schoolhouses has increased from $22,000,000 to $58,000,000. Under these satisfactory conditions it is proper to turn temporarily to borrowing. The percentage of debt requirements to total obligations has decreased from 19 per cent in 1910 to 11 per cent in 1930. The net debt has not increased unreasonably in relation to assessed valuation. These facts show that Boston's debt policy has been conservative, has not been a drain upon the taxpayer and justifies a larger use of borrowing in this time of urgent need.

THE PAY-AS-YOU-GO ARGUMENT

The argument for continued adherence to the pay-as-you-go policy, in whole or in part, has considerable force also. It is confined only to the question of how to finance the improvements contemplated; it does not involve criticism of the need for them or the validity of the plea for unemployment relief. To keep the tax rate down by transferring certain appropriations of a recurring nature out of the tax levy into the city debt, is an artificial and unsound method which can only be compared with an ostrich hiding his head in the sand. The only capital outlays which Boston finances by the pay-as-you-go policy are schoolhouse construction and street reconstruction. It should be planning to extend that policy to other recurring capital outlays rather than to eliminate it entirely. The city's debt has commenced a rapid increase in recent years. If it continues, the burden upon the taxpayer will soon be heavier than if the city had adhered to the pay-as-you-go policy for recurring purposes. Once these two items have been removed from the tax levy it will be next to impossible to replace them, for future administrations which must bear the burden of present borrowings, will likewise be confronted with urgent needs for capital outlays and the desire to keep the tax rate down. City officials have asserted that $60,000,000 of street reconstruction should be done and once the precedent for borrowing for this purpose has been established, succeeding administrations will insist upon adhering to it, and the vicious circle of borrowing will be established. The advantages which the city has gained by adhering to the pay-as-you-go policy for schoolhouse construction since 1916 are just now being realized; to return to borrowing would wipe out such advantages in a short time.

However attractive an avoidance of a tax rate increase in 1931 may be, it would be better to submit to it now than to plunge the city into large debt authorizations which will burden future tax rates with interest charges.

(Continued on Page 6)

SALEM- NEWS 2/4/31

THE RAILROAD CHESSBOARD

Mayor Curley of Boston thinks that the four main trunk line railroad systems which will probably be constituted as the result of recent negotiations, should be granted sections of the New England railroads, to establish free competition. He has written to the New England governors' railroad committee that the Pennsylvania railroad is credited with having acquired a working control of the New Haven and Boston and Maine railroads, and as the New York Central controls the Boston and Albany, he is satisfied that at the present time the main railroad lines of New England are already in the hands of outside interests. He favors giving a New England outlet to the Baltimore and Ohio railroad and also to the Van Sweringen system, so as to place these lines in active competition with the Pennsylvania and New York Central. If this can't be done, then he wants steps taken to divorce the New Haven and Boston and Maine from the control of the Pennsylvania. But if the Pennsylvania through subsidiaries and stock ownership does really control the New Haven and Boston and Maine, it would not be likely to relinquish its interest without a long and hard fight.

Then there is the plan actively backed by Providence business interests, which would divide up the control of most of the New England companies among six different trunk lines. Enthusiasm in the Rhode Island city for this plan seems to be excited by a hope, which looks slightly visionary elsewhere, that such a move would lead to an extensive seaport development in their city. Boston's experience, however, has shown that seaport business is not wholly easy to obtain or keep. The majority sentiment around here has felt that if there was to be any merger, it should be a combination of the Boston and Maine and the New Haven under New England ownership. But while our people have debated others have acted, and control today, as Mr. Curley concludes, may lie outside of our section. Some might ask, whether New England financial interests could not acquire a sufficient block of these stocks even now, with prices of Boston and Maine around 60, and New Haven around 90, to exercise a powerful influence in the policies and future of these roads?

COURIER - CITIZEN
LOWELL 2/5/31

"Mayor Curley is not opposed to free speech by any decent, respectable citizen of the commonwealth," said at the legislative hearing his representative, Edward C. Collins, legislative agent for the city of Boston. The case at issue was the mayor's alleged habit of deciding in advance which of the Boston Common Sunday speakers are likely, or liable, to get in trouble with the law by abusing the privileges of free speech. The limitations which Boston City Hall would thus impose upon soap box oratory may seem a bit irresponsible even to some 100 per cent Americans who believe thoroughly in holding all speakers responsible for the legality of what they say in public. Before accepting Mayor "Jim" Curley's ardent restriction of the speaking privilege to "decent, respectable citizens" some might like to have legalized, and made quantitative, not qualitative, his definition of "decency" and "respectability." Is the mayor's personal standard of these desirable attributes to prevail, or one established by a state board, presumably responsible? The limitation, furthermore, to persons resident in this commonwealth might appear to be somewhat unfortunate. Not every speaker with valuable information and ideas is necessarily a Massachusetts taxpayer. Somebody from New York or even from abroad might have a message which would be more or less worth while.

WAREHAM- COURIER 2/6/31

MAYOR CURLEY found that the members of a committee which pleaded with him to find jobs for the jobless didn't want the jobs that he offered them. What they really wanted was to be able to say that he was unsympathetic with their demands.

NEWTON GRAPHIC 2/6/31

Recently we commented upon Mayor Curley's plan for a Federated Greater Boston which has caused at least one of our readers to remark that perhaps all do not agree with us that Newton does not desire such a step. We would remind our readers that our columns are always open for expression of public opinion and we welcome comment on either side of this or any other matter of civic concern.

COURIER - CITIZEN
LOWELL 2/9/31

Boston has slipped and is fast becoming one of the insignificant cities of the country says Corporation Counsel Samuel Silverman, representing Mayor Curley's ambition for a greater Boston. Among those who will congratulate the country are the editors of the Chelsea Record, Malden News, Winchester Star, Woburn Times, Somerville Journal, Newton Graphic, Brookline Chronicle, etc.,

CHELSEA, RECORD 2/5/31

VIGOROUS OPPOSITION TO PLAN FOR GREATER BOSTON

Rep. MacLeod of Chelsea Joins Others in Fight Against Mayor Curley's Bill—Charge It Would Mean Annexation

There was vigorous opposition registered yesterday against the bill sponsored by Mayor James M. Curley of Boston for a federation of cities and towns to be called "Greater Boston."

Termed "annexation" by its opponents, who were numerous and lengthy in their arguments against the bill, the array of speakers included John W. MacLeod of this city, who said that he did not think the measure feasible and further declared that there is always the fear that Boston will try "to put something over."

Rep. William H. Melley also spoke in opposition.

Under Mayor Curley's bill those in favor said that the smaller cities and towns would not lose, but would benefit by such a measure. Its advocates pointed out that if Boston could boast of a 2,000,000 population it would aid the city materially.

Judge Kenneth D. Johnson, chairman of the Milton Board of Selectmen, said that the proposed boroughs would carry the load and would be in a way burros or jackasses carrying the load for Boston.

SPRINGFIELD UNION 2/5/31

SUBURBS FIGHT CURLEY GREATER BOSTON EFFORTS

"Would Be Just Jackasses, Carrying Load," Says Foe; Prof. Beale Warns of "Decadence."

BOSTON, Feb. 4—(AP) A Harvard professor speaking for Mayor James M. Curley's bills for a greater Boston federation warned today that without federation the city and its suburbs would be swallowed up together in the "obscurity of decadence."

Prof. Joseph H. Beale was referring to the fears of the two score cities and towns making up Greater Boston's 2,000,000 inhabitants that the bills would mean their eventual absorption by Boston proper.

Despite his warning, however, and the plea of Corporation Counsel Samuel Silverman of Boston, representatives of Boston's suburbs one after another told the legislative committee on metropolitan affairs that they were unalterably opposed to anything which would open the way to annexation like the present bills.

"Would Be Jackasses."

Chairman Kenneth D. Johnson of the Milton board of selectmen compared the boroughs provided for in the bill prepared by Prof. Beale to burros.

"We would just be jackasses carrying Boston's load," he said.

He was not impressed by Prof Beale's argument that a metropolitan organization of 2,000,000 souls would bring in greater business and also help in the development of foreign trade.

Neither were representatives of Weymouth, Lynn, Somerville, Arlington, Cambridge, Quincy, Lexington, Wellesley and a few others.

One of the Greater Boston bills would provide for a very loose federation, each individual city and town government continuing in authority but participating in a Greater Boston council which would consider such matters as crime, fire prevention, water supply, traffic and taxation and make recommendations for joint action. The other bill is more drastic, providing for the creation of boroughs out of the various cities and towns each to be represented in a Greater Boston council.

LAWRENCE, TRIBUNE 2/5/31

PROFESSOR FAVORS AND SUBURBS OPPOSE

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Pan American, Magazine, Feb 1931

control and the development to a maximum capacity of this great gift of God to the United States of America. The Mississippi River taps thirty-eight of the forty-eight states of the Union with its tributaries. The Mississippi River overflows its banks every year. The conservation of that water which now represents disaster and sorrow and tears and financial loss to every individual in the Mississippi River Valley, properly controlled with great water basins and hydro-electric power stations, developing power at less than one-half a cent a kilowatt, with the possibility of direct contact, with single handling and single shipment of the products of that field to Latin America or by way of the Panama Canal to the Orient, presents possibilities greater than any single thing that has ever been directed to the attention of the nation. There is no question that with direct water transportation a twenty cent a hundred freight rate as against an eighty cent a hundred rail rate would mean that every large industrial establishment in America would be required, as a result of its importance in industry, to locate a plant along the Mississippi River. Such a development would return greater revenue to America in twenty-five years than the Louisiana Purchase might return in two hundred or two thousand years. The possibilities are there. All we lack is the faith and the faith in the possibilities that would be in evidence were we in closer contact with the people of Latin America.

American Eagle Feb. 1931

Vol. I No. 1

REDS PLAN REIGN OF TERROR?

Rebuff By Mayor Stings Leaders

Smarting under the rebuff, handed to them when their committee for the unemployed, appeared before Mayor James M. Curley, of Boston, at which time he offered them jobs and shooed them from his office, the Red leaders of the Communist party are reported as planning one of the most desperate drives in the history of their activities to retaliate.

According to information reaching the office of The American Eagle, a mass demonstration is planned for February 10. It will start at 12 noon on Boston Common. Speakers will address the expected throng and then a march will start for the State House.

The Reds have appointed a committee, similiar to the group that visited the Boston City Hall on Janaury 19, to wait upon Governor Ely and present "their demmands for the unemployed." According to the information received at this office, if they are denied the interview with the Governor they will open a meeting on the steps of the State House.

Speakers will call upon those present to "demand food" and to "demand work" and to "demand that the Governor see the committee."

Secret plans are said to have been made for a further demonstrations along the streets of Boston, providing, that the police drive them from the vicinity of the State House.

Pushed to the limit to show their pretended power "with the masses," the leaders of the Red organization in Boston, may throw discretion to the winds and advise their deluded followers to commit acts against the statue laws never before witnessed in this city.

These mass demonstrations will be held in several cities in New England on the same date, February 10, at 12 noon, and the same program, said to be outlined for Boston, may be enforced in these cities.

PAN AMERICAN-MAGAZINE. FEB. 1931

HON. JAMES M. CURLEY

The Mayor of Boston was one of the principal speakers at the sessions of the American Association of Teachers of Spanish, held in that city in December.

other Americans, I should like an excuse to go down there again.

Exposition buildings could be erected where the products of the respective lands could be brought to the attention of the peoples of the different countries. This would do more than anything else to break down the natural barriers sometimes found to exist between the peoples of this hemisphere, who have so much in common and who should travel over the rough roads of life together for their own welfare and for the friendship of the people of the world.

Certain agencies, commercial in character, perhaps have been most responsible for the little differences that crop up between the people of the countries to the south of us and our own people.

I believe that one of the best things ever done since the signing of the Monroe Doctrine was accomplished under Woodrow Wilson, the War President of the United States, when provision was made for the reimbursement of some fifteen millions of dollars to the people of Colombia, in connection with the construction of the Panama Canal. Although we waited a considerable period of time before we righted that wrong, it is to the credit of Americans that it was finally righted.

European Markets Closing

No student of economics can for even one moment convince himself that it is possible at any time in the next quarter of a century, or perhaps for a longer period of time, to enjoy the commerce of Europe that has been the particular preference and pride of America during the last quarter of a century. The ferocity of the struggle for very existence among the countries of Europe makes Europe itself a closed door for anything other than raw materials during the next quarter of a century. I believe that we are back in the same position regarding export trade with Europe that we occupied fifty years ago. I would it were possible for the United States of America to take the same viewpoint with reference to the industrial depression that has afflicted the whole world during the past year, that has been taken by the countries of Latin America.

I believe that the people of the United States will embark upon an inland empire in the Mississippi River Valley. I know of no greater contribution that could be made than the

Pan-American Magazine, Feb. 1931

Trade Relations with Latin America

United States Commerce with the Americas Will Become Increasingly Important in the Future

By James M. Curley

The Mayor of Boston, in an address delivered before the American Association of Teachers of Spanish at Boston on December 26, 1930, mentioned interesting phases of Latin American trade relations, and extracts from his speech are printed herewith.

IT HAS been a very great pleasure to listen to the interesting presentation of the spiritual aspect of the colonization by the Spanish in this hemisphere as presented by Professor Jane, outlining, if you will, their religious fervor. I believe it is unfortunate that we have not a higher and a better appreciation of those qualities that are common to the people of Latin America—not arrogance, but pride; their wonderful spirit of loyalty; their remarkable hospitality. I confess that it is rather difficult to understand them unless one is a member of some organization such as yours.

I want to say that I congratulate you, Mr. President, and your splendid organization on the work that it is doing. I personally believe it is nearer the fulfillment of the hopes and the ideals and the dreams of the founders than it has ever been before in its history. I think there is gradually developing in the minds of the good men and women of America the need for better relations between the people of this country and the people of Latin America. I think we are gradually beginning to realize that commercially our field is the Orient and Latin America. There is no greater asset than a knowledge of the language and familiarity with the hopes and the aims and the aspirations of the peoples with whom the people of the United States must come in contact in order to cope successfully in the markets of commerce and industry.

Distant Lands Nearer

I sometimes wonder if we have a true appreciation of just how much nearer we are to the people of distant lands today than we were ten, twenty and thirty years ago. I recall having dinner while in Havana with the American Ambassador, Mr. Guggenheim, and his charming wife. The Minister of Honduras and his wife were also guests. I asked how long it took them to get there and they replied, "We had a very fast plane; we made it in eleven hours. It takes eleven days by boat and rail." I look forward to the time when it will be possible to have breakfast in Boston, perhaps to have luncheon in Havana, dinner in the Argentine, and be back in Boston for work the next morning.

I recently talked to the President of Cuba. My knowledge of the Spanish language was as limited as his knowledge of English, but I succeeded in communicating to him the thought that I felt it would be possible in that beautiful country of his to arrange for a Pan American conference or congress each year in the months of February and March. I cannot imagine a more delightful place to visit and I admit, in common with many

SPRINGFIELD REPUBLICAN UNION
8/2/30

CUMMINGS READY TO LEAVE RACE IF FITZGERALD DOES

Would Withdraw in Favor of Peters for Governor; Seeks Move to Have Ely Take "Rap."

By DONAL F. MacPHEE.

BOSTON, Aug. 1—Bearing an olive branch in one hand and a bludgeon in the other, John J. Cummings of Boston, candidate for the Democratic nomination for Governor, this afternoon brought forth a new proposal for harmony in Democratic ranks designed to make uneasy the life of his running mate for gubernatorial honors, former-Mayor John F. Fitzgerald.

In brief, Cummings offers Fitzgerald an opportunity to be a martyr to the cause of harmony by joining him in withdrawing from the gubernatorial race in favor of former-Mayor Andrew J. Peters. If Fitzgerald doesn't listen kindly to this, Cummings makes an alternate suggestion that it would be a happy solution in the interests of harmony for the two of them to engage in combat for the nomination for lieutenant-governor.

Sees Ely Taking "Rap."

Cummings, in his statement, rakes coals of fire on the head of Fitzgerald, makes him appear as a tool of Mayor Curley of Boston and charges him with trying to get Joseph B. Ely of Westfield to "take the rap as candidate for Governor."

"My opponent, John F. Fitzgerald," Cummings says in his statement, "has repeatedly stated that he would rather go down in history as the man who promoted harmony in the Democratic party and brought about Democratic victory this year than be Governor of Massachusetts. He has likewise repeatedly stated that he would abide by the decision of a conference even if it meant his elimination as a candidate.

"He had his opportunity when 600 men met this week in Worcester but he deliberately broke up the conference when it became apparent the conference was determind to eliminate him both as a candidate for senator and for Governor.

"His antics have deceived no thinking Democrat in this State. From the first to the last it has been evident that all he wanted was a conference that would pick him as the nominee and select a ticket to run with him. In order to bring about his own nomination he has repeatedly attempted to raise religious and racial animosities and fears by his continual talk about balancing the ticket.

"I am now, as always, opposed to all talk about religion in political campaigns. I recognize no right of any self-constituted group, whether they call themselves conferees or other title, to supplant the right of the people to choose their own nominees in the primary. Nevertheless, I see no reason to prevent any candidate from withdrawing in favor of another who may be more available at a given time. I have decided that it is about time to test the sincerity of Mr. Fitzgerald's protestations of his devotion o the Democratic party.

Suggests Withdrawal.

"If John F. Fitzgerald will take himself out of the present state primary both as a candidate for Governor and for senator, I will withdraw in favor of Andrew J. Peters, former-Mayor of Boston, former congressman, former Assistant Secretary of the Treasury, former president of the Boston Chamber of Commerce, chairman of Gov. Smith's business association and intimate friend of President Wilson.

"Of course, Mr. Fitzgerald, knowing that it is not to the interest of Mayor Curley, who wishes to be elected governor in 1932, that any Democrat be elected governor this year, would be willing to run for senator and wants Joseph B. Ely to take the rap as candidate for governor. He knows Mr. Ely cannot be elected. Mr. Fitzgerald recalls that in 1922, the last time Mr. Ely ran for governor, Mr. Ely received 21,523 votes out of a total of 178,150 cast. If Mr. Fitzgerald wished to balance the ticket at that time, why did he not then withdraw for Mr. Ely?

"Since his defeat by Mr. Fitzgerald Mr. Ely has associated himself with the firm of Ropes, Gray, Boyden and Perkins, who are counsel for many of the great power interests and who are so powerful that they have been able to name Mr. Graustein of their firm as president of the International Paper Company and Mr. Comerford, a young lawyer in their employ, as president of the New England Power Company.

Lists Fitzgerald Defeats.

"Mr. Fitzgerald, since he was elected to the old Boston Common Council, 40 years ago, has been running for public office. Since 1910 he has never been elected. In 1916 he was the Democratic candidate for United States Senator against Henry Cabot Lodge and was defeated. In 1918, although not a resident of the district, he was a candidate for Congress against Peter F. Tague and was defeated on stickers, and was thrown out of Congress on irregularities in the election, including the voting on the names of dead soldiers and sailors. In 1922 he was a candidate on the Democratic ticket for governor and was defeated by Channing Cox by 60,000 votes. Is it not clear that the people of Massachusetts will not stand for Fitzgeraldism in the State House?

"Mr. Curley, who publicly promised during the mayoralty contest to make Mr. Fitzgerald senator or governor, whichever the gentleman desired, and who Mr. Fitzgerald now calls upon to pick Mr. Ely for governor and himself for senator, was likewise repudiated in 1924 by the people of Massachusetts, when he was a candidate for governor, by the tremendous majority of 150,000 votes. Last year Mr. Curley, with every professional politician in the city with him, received 70,000 votes less than Gov. Smith received the previous year, while Frederick W. Mansfield received 100,000 votes in less than a month's campaigning. These are the two men who seek to dominate the two chief executive offices of the State.

"This is the year for Democracy to win in Massachusetts and we must not permit Mayor Curley, through the political antics of his septuagenarian candidate, to wreck the prospects of the party to repay his overlord, Gov. Allen, Massachusetts' pictorial Governor, who, if he spent as much time wrestling with the unemployment situation as he does posing for the camera, would be one of the Commonwealth's greatest governors instead of a failure.

"If Mr. Fitzgerald will not agree to my suggestion that we both give way to Mr. Peters, would it not be a happy solution of the situation and in the interest of harmony, for him to become my running mate on the ticket as candidate for lieutenant-governor?"

REPUBLICAN
SPRINGFIELD 2/5/30

OVER $15,000,000 TO BE USED ON PUBLIC WORKS

Big Highway and Building Construction Program — No Democratic Withdrawals Likely

From Our Special Reporter

Boston, Aug. 4—Answer of Gov Frank G. Allen to the charge of John F. Fitzgerald of Boston, Democratic gubernatorial aspirant, that the governor has done nothing to relieve unemployment, was contained in a statement issued today by Charles P. Howard, chairman of the commission on administration and finance, showing that the state has awarded more contracts in the past seven months than during any similar period in its history. The total money involved in these contracts is more than $15,000,000 and the work is in connection with the governor's program for giving work to those out of employment. Contracts call for construction of public buildings, roads and bridges, and for dredging of harbors, and will provide work in every part of the commonwealth.

No Withdrawals In Sight

Any intimation that either Joseph F. O'Connell or Thomas C. O'Brien, Boston Democrats, would withdraw from the senatorial race, was laughed at by a prominent Boston Democratic office-holder today, when he was asked if he though such withdrawals possible. He declared the Republican leaders are anxious to keep these men in and will have no trouble in doing so insofar as O'Brien is concerned, because he is in to work off an old political grudge against a Boston Democrat who is part of the Curley-Fitzgerald machine, which is accredited with desiring to smooth things in every way possible for Curley's run for governor in 1932.

NEWS, QUINCY 2/5/31

Quincy, Milton Weymouth Hit Bigger Boston

(Special to The News)

State House, Boston—Opposition to the two proposals, one for a Greater Boston and the other for a Metropolitan Boston, both of which would embrace the cities and towns of the Metropolitan district, was entered by Quincy, Milton and Weymouth speakers before the legislative committee on Metropolitan affairs when it resumed its hearing late yesterday afternoon.

Practically all of the speakers inferred that either of the bills only served as an opening wedge for the subsequent annexation of the cities and towns of the district to Boston. Such annexation would only serve for the betterment of Boston alone and not for the towns and cities affected, the speakers asserted.

Senator John L. Mackay of Quincy spoke in opposition. Mayor Thomas J. McGrath attended the hearing.

Senator Newland H. Holmes of Weymouth stated that he did not wish to take Boston to task, but he declared the proposition of a greater or metropolitan Boston for the sake of booming Boston in the eyes of the world and industry, would be nothing more than false advertising. He said Boston would be the only one to gain by the passage of either bill and he recorded the selectmen of Hingham in opposition.

Frederic G. Bauer, town counsel for Weymouth, said the selectmen of his town were opposed and prophesied that if the proposition was put up to the residents to vote on, practically every citizen in the town would register opposition. He said his town was not within any legitimate Metropolitan area and had everything to lose, including its civic pride, by coming into Boston. He said his town could conduct its own affairs without help or suggestion from Boston and expressed his opinion that the bills were wedges whereby Boston gradually would absorb the powers of neighboring towns and cities.

Either bill is like an octopus, with its tentacles reaching out to grab, Rep. Josiah Babcock of Milton stated in opposition. He said he also was a member of the Milton board of selectmen and could not see any benefit whatsoever to his town by the bills.

Judge Kenneth D. Johnson of the Quincy district court, chairman of the Milton board of selectmen, opposed the plans, saying Milton had nothing to gain and much to lose under them.

Johnson termed the Curley plan as camouflage and an opening wedge to annexation. Under the Beale plan, the judge said, the proposed boroughs actually would be burros or jackasses, carying the load for Boston.

Mayor John J. Murphy of Somerville, president of the Federation of Municipalities within the Metropolitan district, said the organization would co-operate to aid Boston, since the prosperity of neighboring communities depended greatly on Boston's prosperity, but that it would not co-operate with any scheme of annexation.

NEWS-TRIBUNE WALTHAM 2/7/31

Not yet time.

It is evident that the communities of Greater Boston are not disposed to encourage any closer connection with the larger city. The "entering wedge" is still the cry against any attempt to recognize officially the connection that exists between Boston and the cities and towns surrounding it. Political annexation is the bugaboo which leads those who privately will admit that it would be a good thing to bring about a closer connection between the communities involved, to oppose any legislation to bring about even the loosest union because of fear that political annexation will follow.

Gradual additions to the functions exercised by the metropolitan commission cause little agitation among those who begin to flutter as soon as any legalized cooperation between the communities in the metropolitan district is proposed. Yet in the selection of the personnel of this commission the people for whom it administrates have no voice, nor have they more than an indirect voice through their legislators in determining what the extent of its powers shall be or what responsibilities it shall assume.

Outside of Boston itself—and the motives of Boston are frankly selfish—the sentiment in favor of any sort of regional government, although growing, is still noticeably weak. Until there is a decided change no legislation toward a real Greater Boston can be expected. For that matter, it is undesirable, for with so widespread an antagonism it could result in nothing but continual criticism and evasion of the spirit if not of the letter of the union, whatever form the latter might take.

SPRINGFIELD NEWS 2/6/31

GOV ELY NO SALARY GRABBER

Gov Joseph B. Ely proves to the people of the state that he is no salary grabber in these unpropitious times when he announces that he would veto the proposed measure of Mayor Curley of Boston fixing the salary of the governor at $25,000 a year, if it should include the present year. Mayor Curley is right in his contention that the office of governor of this commonwealth is worth $25,000 a year.

Everyone familiar with public life knows that the office of governor means a constant drain on the purse of the occupant, who must also maintain a pretty dignified position as to his manner of living. And any man who guides the destinies of a great state like Massachusetts is entitled to reasonable compensation regardless of the distinction and honor which goes with the office.

The present governor, however, as was expected of him by those who know him well, realizes that this is not the year for the increasing of his salary to that extent. Accordingly, he announces in advance that the measure, as applying to the current year, would meet with his veto. This, doubtless, will put a stop to the activities of the letter writers who have been pretty critical of him without waiting to find out what his position on the matter would be.

WORCESTER TELEGRAM 2/6/31

Boston Faces A Diminution

When the 1930 federal census figures were published, people all over the West and South looked and commented on the standing of Boston. Los Angeles, sprawling over an area comparable to a good-sized New England county, hooted disdainfully at historic Boston. Los Angeles had 1,238,048 souls, according to the census, and 2,000,000, according to the Chamber of Commerce. Boston had only 781,188 inhabitants and its Chamber of Commerce felt no urge to denounce the census taker. Cleveland and Detroit with 900,000 and 1,500,000 inhabitants speak deprecatingly of Boston. St. Louis and Baltimore, going beyond the 800,000 mark, were gleefully superior.

This situation is a reason for the bill now before the Legislature to make a new political unit in East Central Massachusetts—to create a metropolitan city as well as a metropolitan district. This would make Boston a town of more than 2,000,000 people—a city ranking almost with Philadelphia and away ahead of Los Angeles, Detroit or the other upstart places farther West.

Unfortunately, the West doesn't know that far more people live within ten miles of the State House at Boston than can be wheedled into Los Angeles even by the expedient of running the city boundaries 20 miles to the sea or across a few stretches of desert to include the villas of Hollywood millionaires. So Boston, actually a fast-growing community, takes rank behind many towns of the hinterland.

Bostonian pride purposes to dispose of this by annexation of one kind or another. Perhaps annexation would be a very good thing for all the cities and towns concerned. But it is rather deplorable that so much emphasis is being put on the necessity for making Boston bigger when apparently equal emphasis could be made on the proposition that Boston ought to be better.

CHELSEA, RECORD 2/7/31

Boston's Financial Example

Mayor Curley is using the radio to stress the need of a Greater Boston.

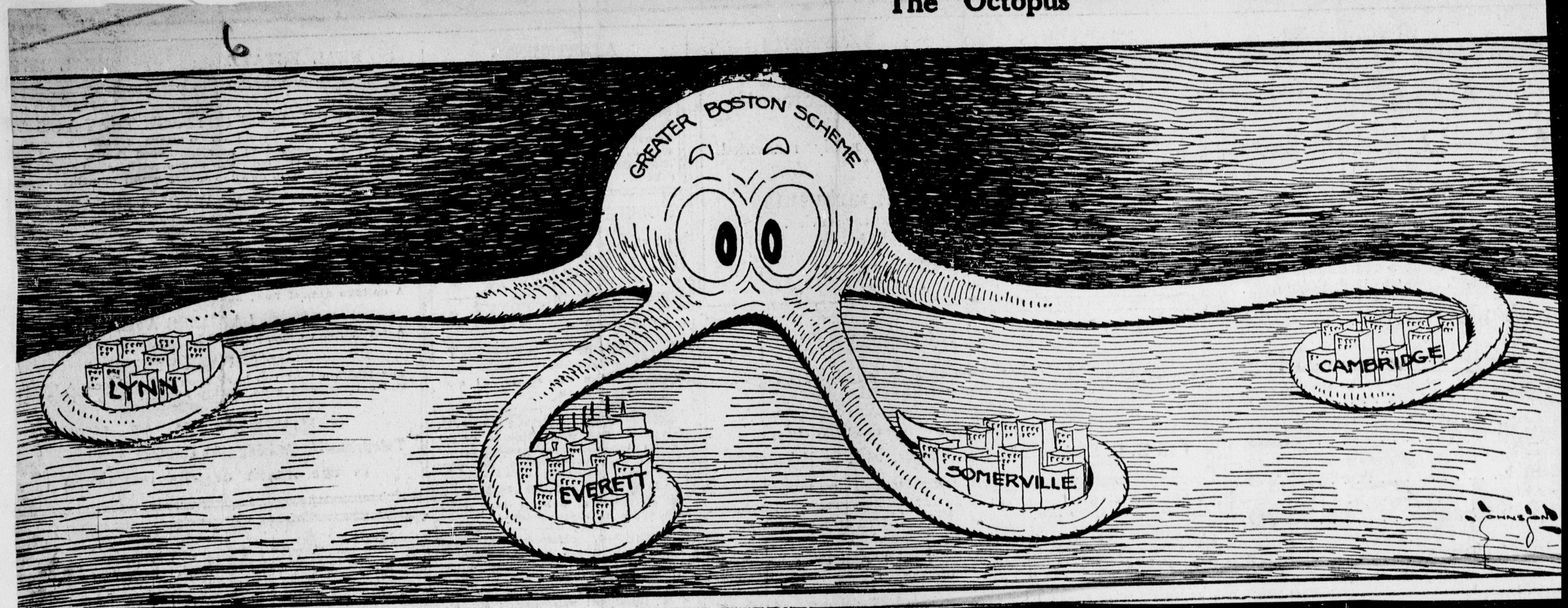
One of the Mayor's problems is that of school construction. It is certainly not an impressive recommendation for a Greater Boston to be asked to come under a system which has $16,000,000 of indebtedness on school property valued at $22,000,000 in 1916.

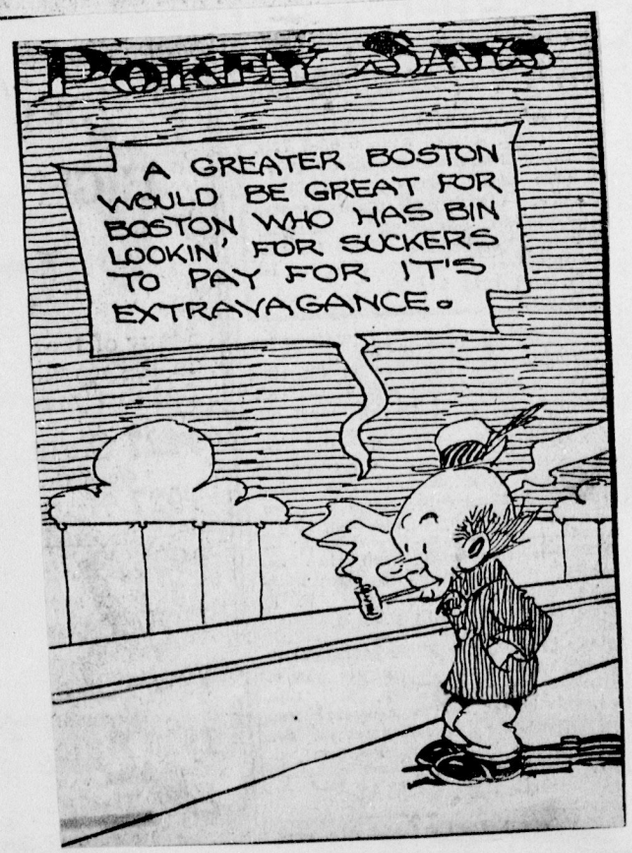
With the prices Boston has paid for school house plots and construction contracts, what has Boston to recommend to the suburban cities and towns?

LYNN- TELEGRAM-NEWS 2/6/31

6

The Octopus





H.P. GAZETTE - TIMES 2/12/31

Police And The Reds

There are two elements in greater Boston and the rest of the United States that are of invaluable assistance to the motives of the agitating Communists. The first of these, perhaps, is unemployment and the second, the police. The first of these elements is beyond our control, but the second, if it is not, ought to be, because if there is anything in the world that is well designed to make two Communists grow where only one grew before it is the indiscreet exercise of police power.

Boston this week had a little experience with Communists which, to say the least, was enlightening. A tiny group of Communists advertised for several days that it would conduct a mass meeting of the unemployed on Boston Common. At noon, the little group gathered upon the Common and, finding the Parkman Bandstand surrounded by a strong detail of police repaired peacefully to a mall about one hundred yards distance. The Communist group was exceedingly small, and it was led by two or three benighted, but harmless fellows whose bosoms were bursting with something to say, however stupid, and who wanted a place in the open in which to say it. A very small crowd of idle curious gathered about them, and one of the Communists began his harangue. Enter the police!

The speaker had uttered but a half dozen words when he was hauled vigorously away to a police station, a portion of the crowd following him. A second Communist took up the address where the first was interrupted, but he met the same fate, and a portion of the crowd followed him on his way to durance. A third speaker began, and the process was repeated. Meanwhile, the disturbance attracted others and the crowd grew to several hundred. Soon the Common was swarming. The little crowd had multiplied itself several times, this because of the activity of the police. Undoubtedly, if the Communists were permitted to let off their excess steam undisturbed, the meeting would have languished and died, and the Communists would not have achieved a most prominent place on page one of all the afternoon newspapers. Their photographs would not have adorned the inside pages of the next morning's newspapers. As it turned out, the police enabled the Communists to obtain advertising of inestimable value to them.

There are two ways of disarming the type of Communist we have in Boston. The first is to offer him work, as Mayor Curley offered work to several of them recently. This will cause him to flee in terror and the chances are he will not return. The second way to disarm him is to permit him to talk unmolested. Our Communsts in Boston take exceeding care that they talk in places where it is certain police will interfere. If they are arrested, if they succeed in receiving an odd poke on the jaw from a policeman they then become martyrs and, of course, every cause thrives on martyrdom.

As long as the municipal authorities continue to play into the hands of the agitators by attempting to suppress their free speech, they will continue to be the agitators' best friends.

MESSENGER. NORWOOD 2/17/31

A GREATER BOSTON

Many of the leading papers in the surrounding communities have again given vent to their thoughts on the subject of a "Greater Boston."

During the past few weeks, editorials have appeared in several papers of nearby communities against the proposed plan for annexing to Boston several small towns for the purpose of extending the Metropolitan area.

Of the many editorials which have been read by us on the subject, one which appeared in the Canton Journal seems to cover the question the most thoroughly and we reprint it here in part as further proof that we have not been alone in discouraging from the beginning an idea which would terminate our fondest ideals:

"There is an increasing agitation at present for a Greater Boston. Mayor Curley, of course, is anxious to see Boston take a more prominent position among the big cities of our country. According to Mayor Curley's first plan, each town and city entering this larger municipality was to retain its own individuality and self government. This would be a grand thing for Boston, but we as yet fail to see how the small town would benefit.

"But the Greater Boston battle which has already started at the State House is a different proposition. The present bill calls for the formation of a municipal corporation. Professor Beal was chairman of a committee to make a study of the subject. Under the terms of his measure, the cities and towns in the metropolitan district would be federated into a city to be called Metropolitan Boston.

"Each municipality in the district would be a borough, while the whole municipality would be governed by a president, elected from the district at large, and a council consisting of one member from each borough for each 20,000 population.

"Just imagine how little Canton (Norwood) would have to say about its own government? Corporation Counsel Silverman of the City of Boston urges that either of these plans be reported favorably. Silverman is opposed to the submitting the question to a referendum vote to the citizens of the cities affected but thinks the Legislature could remedy the situation.

"This would seem to be a high handed procedure, might should not make right. The smaller towns should have the right to decide whether they wish to remain an individual town, governed by their own citizens or become the tail end of a big city, governed by voters who have no interest outside of their own locality."

Practically every other town that has come under the proposed plan has voiced these same sentiments. From the beginning we have been of the belief that with the realization of such an idea, Norwood would immediately lose its individuality—its greatest asset at the present time.

The idea should not have its origin in Boston, by Boston men whose only wish is to further Boston's interests but the many towns which come under such a proposed project, should be the first to be consulted.

UNION, SPRINGFIELD 2/18/31

Briefs from the State House

By DONAL F. MacPHEE

Would Abolish Commission.

Mayor Curley's recommendation for abolition of the Boston Traffic Commission, vesting the powers of that body in a single commissioner, was strongly supported before the Committee on Highways and Motor Vehicles. A second recommendation of Boston's mayor to increase the powers of the commission to give it the right to regulate pedestrians met with stiff opposition from Frank A. Goodwin, former registrar of motor vehicles.

* * *

No Greater Boston Yet.

Mayor Curley's dream of a greater Boston will have to wait for another year at least. His bill to consolidate cities and towns of the metropolitan district into one huge city has been adversely reported on and that adverse report accepted by the Senate.

* * *

CITIZEN. BELMONT 2/21/31

ANOTHER SETBACK TO GREATER BOSTON MUNICIPALITY

The "Greater Boston" bills filed in the present Legislature by Mayor Curley and Professor Joseph H. Beale of Harvard University, have been referred to the next annual session of the Legislature.

As summarized by the Boston Transcript, under the terms of the Beale measure, the president of the proposed Greater Boston would be elected by the voters of the various communities and would hold office for four years. The council would be composed of one member from each borough of the enlarged municipality, one additional member for each 25,000 population and a metropolitan Boston commission consisting of four members of the Metropolitan District Commission and the president of the entire area.

The council would have a veto power over the president by a two-thirds vote. The president would have authority to appoint an auditor, treasurer and counsel for metropolitan Boston and other officers created by the council.

The council would be required to exercise all the legislative functions of the government, to act on all appropriations for the maintenance of departments, authorize issuance of bonds for improvements, to adopt rules governing its proceedings, to elect a chairman, to fix the salaries of the president, members of the commission and other officials created by it, and in general to have full legislative powers in relation to the affairs of the metropolitan Boston as conferred by the State generally on cities and towns.

The measure provides also that it shall be the duty of the commission to exercise full executive control of the organization, maintenance and direction of the several departments outside of those created by the council. The commission would be required to submit to the council a budget annually together with recommendations for improvement of conditions, extensions of public works, creation of new departments or expansion or consolidation of those already existing; to exercise all the functions and powers now conferred on the Metropolitan District Commission, the Metropolitan Transit Commission, the Boston Port Authority.

For the support of the new government, the bill provides there shall be allotted and paid into the treasury of the same by each city and town a sum equal to the amounts now paid by each city and town for the support and maintenance of all the functions now taken over by the metropolitan Boston, plus all the sums now due and paid by them to the Commonwealth for maintenance and interest on account of the administration and construction of metropolitan works now administered by the Metropolitan District Commission; said sums to be paid out of the revenues now raised by taxation in the cities and towns.

A two thirds favorable vote of the entire membership of the council would be required before any loans could be authorized or bonds issued.

Nominations and elections of candidates for president and for members of the council would be accomplished in the same manner as the mayor and city councilmen of Boston are nominated and elected, provided that members of the council elected from Boston would be nominated and elected in the representatives' districts, each district to elect the same number of members as are now sent to the Legislature, with further provision for the election at large of such additional members as may be necessary to make up the full number which the city is entitled to.

The first meeting of the commission would be held in the Metropolitan District Commission's building, Boston, on the first Wednesday in January in each year and monthly thereafter. All officers of the council would serve for two years.

All interest on metropolitan district bonds, all sinking fund requirements and redemption funds and other like payments made by the State for and on account of the district shall be charged to and collected from the metropolitan Boston and the several cities and towns would be directed to make all such payments required for district operations to the enlarged city and not to the State treasurer.

Still another provision of the measure would transfer all the employees in the Metropolitan District Commission, Transit Commission and Board of Port Authority to the new governmental body with the same civil service rating. In addition, all the property of the metropolitan park, sewer and water districts, the Metropolitan Transit Commission and the Port Authority Board would be transferred to metropolitan Boston.

Provision is also made in the Beale measure for referenda votes on signed petition of one hundred voters of any borough. The act, it is proposed, would become effective on its passage.

REPUBLICAN SPRINGFIELD 2/27/31

OUT-OF-WORK ALLOWANCES

To the Editor of The Republican:—

Our American dole, the sums paid in outdoor relief through the welfare departments, is rapidly becoming a serious burden for the cities and towns of this state. In Boston Mayor Curley has stated that the money paid out in January is at the rate of $7,000,000 a year or 3½ times the normal amount. This increase is not peculiar to Boston because of its size or location. In the little town of Amesbury the amount paid for outdoor relief in January, 1931, was more than 3½ times that of a year ago, and in North Adams, in Western Massachusetts, it was 2 2-3 times larger.

I suggest that the Legislature has a splendid opportunity to relieve the cities and towns somewhat of this mounting but necessary burden by passing House bill No 490, drawn up by me and introduced by Representative Sawyer of Ware, to provide out-of-work allowances to the unemployed for a limited number of weeks in any one year through a system of unemployment insurance.

It is just as reasonable to require employers to insure against causing unemployment as it is to require them to insure against industrial accidents to their employes, and just as reasonable that a man who is laid off or discharged should get part of his pay as it is that a man who is hurt while at work should get part of his pay through workmen's compensation.

ALFRED BAKER LEWIS.

Cambridge, February 24, 1931.

GAZETTE, WORCESTER
2/17/31

City and Town Highways

Three bills presented to the Legislature this year call for the distribution of a portion of the revenue received by the state from the gasoline tax among the cities and towns for highway construction. A bill by Mayor Curley proposes that half the gasoline receipts be so distributed.

Objections are raised to interfering so seriously with the constructive planning of state officials for the future development of the roads of the commonwealth and they seem based on sound logic. But the fundamental idea behind the proposition presented is also sound. Any motorist who moves outside his own bailiwick frequently undergoes the unpleasant experience of riding along over beautiful pavements until he comes to the bounds of a city or town, there to jounce and jolt along until the state-maintained highway is reached again.

Already the state highway people have liberalized their methods and bring the state road much closer to the center of thickly populated communities. The Paxton road was carried by the state to Tatnuck square and the new Holden road was brought well this side of the city line. It would be profitable to all motorists who tour the state to have this policy extended even more.

The main highways into and through the towns and cities of the state are used by many thousands of motorists from outside the communities in which they lie. Automobilists from all over the state and neighboring states have an interest in the paving of Grafton street, Shrewsbury street, West Boylston street, Pleasant street, Main street, and Lincoln street. They also have an interest in Park avenue, now only partially brought up to date. They have an interest in the widening, regrading, and repaving of Highland street and Belmont street, for these are to form a connecting link between the East and North and West. They have an interest in the completion of Chandler street to Tatnuck square.

It would be well worth while for the state to consider more liberal aid in the development of municipal road work like that mentioned. All cities in the commonwealth have similar thoroughfares, the proper development of which means much to the entire motor riding public. The state could insist upon a proper widening, a sound grading policy, and a substantial type of paving if state aid were to be granted and thereby assure work that was well planned and properly executed.

Experience has made it plain that city and town revenues are not sufficient to enable them to keep abreast of the increasing demands of traffic. A larger measure of state aid within communities proper would go far toward promoting greater highway progress. If legislation is required to make this possible it should be passed and this can easily be done without depriving the state officials of all authority relative to the expenditure of half the funds now at their disposal for that purpose.

UNION, SPRINGFIELD
2/19/31

Jobless Menace Public Buildings

Threat to Blow Up City and State Structures Received by Curley.

BOSTON, Feb. 18—(AP) An anonymous threat to blow up city and state buildings if unemployment is not remedied in three months was received at the office of Mayor James M. Curley today.

The communication, mailed in Boston Tuesday and addressed to the Mayor read: "If there is no work in three months from this date all the city and state buildings will be blown up." It was signed with three X's.

ITEM. CLINTON 2/18/31

LETTER SENT TO MAYOR CURLEY

Boston, Feb. 18—"If there is no work in three months from this date, all the city and state buildings will be blown up," said a letter signed, "Triple XXX" received today at office of Mayor James M. Curley. The letter was printed in ink.

UNION. MANCHESTER NH
2/19/31

THREATENS TO BLAST HUB PUBILC BUILDINGS

BOSTON, Feb. 18.—(AP)—An anonymous threat to blow up city and state buildings if unemployment is not remedied in three months was received at the office of Mayor James M. Curley today.

The communication, mailed in Boston yesterday and addressed to the mayor, read: "If there is no work in three months from this date all the city and state buildings will be blown up." It was signed with three x's.

HERALD. NEWS-FALL RIVER 2/19/31

TRAFFIC RULES FOR PEDESTRIANS.

Mayor Curley of Boston wants the legislature to give the Traffic commission authority to regulate pedestrian as well as motor traffic in that city. Other cities and towns are interested in the matter because if such power is extended in Boston there is no reason why it should not be extended to all communities.

But can pedestrian traffic be regulated by legislation? The answer is: Probably not. One of the favored regulations is to forbid people to cross highways afoot except at street intersections. That means that the person in the middle of a city block who wants to do business in a store across the street or to cross for any other purpose must go to the nearest corner, cross there and walk back. How many would do it?

If we are not mistaken there is a section in the latest traffic ordinance in this city which requires crossing at certain places in the streets. No attempt to enforce it has been made, as a glance at any time along the streets will show, and it would not succeed if it were attempted.

In opposing Mayor Curley's proposal on this line, Frank A. Goodwin, former register of motor vehicles, pointed out that a law of the kind sought would give a traffic board authority to take away rights which pedestrians have in the highways. If a board should require crossing only at street corners, to cross anywhere else would be illegal and a person receiving injuries through careless driving of an automobile could not collect damages.

Motorists are already inclined to hog the streets, regardless of the rights of others. They have been able to get away with it because of the timidity of people afoot to run the risk of injury involved in standing for their rights. To give motorists legal authority to disregard pedestrians elsewhere than on authorized street crossings would increase the dangers of the highway, which are already greater than is fair to the inherent right of citizens to the use of their streets.

NEW BEDFORD STANDARD 2/19/31

DEPTH OF 30 FEET NEEDED

Improvements in Cape Cod Canal Stressed by J. Hampton Moore

Head of Deeper Waterways Convention Gives Talk at Hyannis

[Standard Cape Cod Bureau]

Hyannis, Feb. 19—Strongly advocating improvement of the Cape Cod canal by the federal government, J. Hampton Moore, former mayor of Philadelphia addressed members of the Cape Cod Chamber of Commerce yesterday afternoon at the Hyannis inn on the subject of coastal and inland waterways.

Confers with Boston Mayor.

Mr. Moore, president of the Atlantic Deeper Waterways convention, came to the Cape yesterday morning and will confer with Mayor James M. Curley in Boston today concerning the annual convention of the Deeper Waterways group which is to be held in Boston this year. President Walter O. Luscombe and Secretary H. S. Dowden of the Cape chamber will join Mr. Moore and Mayor Curley at luncheon today.

In his talk before 75 members and guests of the Cape group yesterday Mr. Moore reviewed the chain inside coastal waterways which extends from Boston to Miami, and in which the Cape Cod canal is an important link. Mr. Moore told of visiting the site of the present canal in 1909 when it was being surveyed, and in 1914 when August Belmont dedicated it.

Mr. Moore said he understood that the canal carried about 250,000 passengers last year and a tremendous quantity of freight; he advocated a depth of at least 30 feet. "I hope something can be done in the present session of Congress," he said, "and I hope it can be started by the next summer season."

Describing the many short and long waterways which make up the inland route along the Atlantic seaboard, Mr. Moore said that only one important link, that of 30 miles in New Jersey, remains to be constructed, although the balance including the long Florida East coast canal needs improvement and maintenance.

Touching upon the future of the Atlantic seaboard, Mr. Moore said there was more uncultivated, unused and unproductive land in this section than anyone ever realized, and that future generations would probably find a better way of utilizing it. He closed with:

"We had better continue working for a better canal, keeping Cape Cod on the map of the United States as a link in a waterway chain which circumnavigates the most industrious, thrifty and populous portion of the United States."

Guests from Taunton.

A number of guests were present from Taunton including W. K. Hodgeman, mayor.

Secretary Dowden stated to the meeting that President Luscombe and Oscar Nickerson of Chatham, and probably others, would attend the annual meeting of the United States Chamber of Commerce at Atlantic City April 28 to May 1.

Worcester Post

2/21/31

Curley Cites Butler Record as "Blackest Ever Presented Voters"

Boston Mayor and Cummings Both Strong for Ely —Democratic Gubernatorial Candidate Assails Allen's Failure to Act on Unemployment— Coolidge Says Butler Hostile to Labor

The record of William M. Butler, G. O. P. candidate for U. S. senator, is "the blackest ever presented the voters by any man running for office," Mayor James M. Curley declared in an attack on the Republican leaders, launched before 2000 men and women in Symphony Hall in Boston last night.

Good-Natured Banter

Curley was particularly strong in his praise of the Democratic candidates, and was unmerciful in his arraignment of Butler and the other Republican office seekers. All signs of the bitterness of the primary campaign among the Democrats was missing. There was good-natured bantering over primary incidents.

The ratification meeting not only brought Mayor Curley to the platform for Joseph B. Ely, gubernatorial candidate, but also John J. Cummings, who opposed the Westfield man in the primary.

Ely, given a flattering introduction by Mayor Curley, then launched into an attack on Gov. Allen. He declared 250,000 are without jobs in this state, and the Republican administration doing little to aid them and that the Republican party has just started to admit there is unemployment.

"Unemployment," Ely said, "on such a large scale has never been witnessed in your day or mine. It is a situation which is more important than the success of any political party or candidate.

"It transcends every issue of the campaign and merits the co-operation of every loyal citizen of the Commonwealth without regard to party. I would prefer to be defeated for governor than to prolong for one day this intolerable situation.

Could Avoid Hardship

"Much of the hardship which is inevitable during the coming winter could have been prevented if adequate steps to meet it had been taken early in the year.

"Speaking over the radio during the primary campaign I said that immediately following my election I would call a conference of leaders of business, of labor, economists, and heads of state bureaus to co-operate along the lines of the plan laid out by the industrial conference of 1921 for the relief of unemployment.

"It is an extraordinary thing — in view of the experience in dealing with the unemployment problem in 1921 and 1922 and the plans formulated at that time for tackling such a difficulty —that not only did the President of the United States fail to do anything to combat the situation until last Saturday, but the Governor of Massachusetts likewise neglected to take any proper steps to protect the interests of the people of this Commonwealth and prevent the hardships which are certain to develop this winter.

"The full force and effect of the stock market collapse was apparent last November. Immediately in its wake, as everyone knows, hundreds of thousands of men were thrown out of employment in all sections of the country. The automobile industry — one of the great key industries of the country—began to restrict its operation by more than one-half. It has been kept practically on that basis ever since. The President himself admitted and recognized the situation in the conference of business men which he called in Washington last fall and which made the now historically futile effort to assure the public that everything was all right.

"In the face of these facts, as a business man, Gov. Allen should have recognized the necessity of prompt action. He should have made sure that the state of Massachusetts moved promptly to prevent the development of untoward conditions as far as possible and yet not a recommendation of any kind was made in his inaugural.

"As conditions got worse after the first of the year Gov. Allen took no steps toward having the state meet them. Several resolutions were introduced in the Legislature to deal with the problem. Most of them were summarily rejected. I have been unable to learn that the Governor ever sent for leaders of the Legislature or proponents of these resolutions to take any steps whatever to have proper legislation passed so that the state might successfully combat the unemployment problem. One resolution to appropriate money to provide for employment during periods of general depression was referred to the next annual session. Constructive proposals providing for the establishment of a state reserve fund for the purpose of employing citizens on public works in times of business depression were promptly allowed to withdraw. Such funds have been in existence in some other states for years. A petition relative to compiling more complete statistics concerning labor and wages by the Department of Labor and Industries was given leave to withdraw, as was a similar proposal which was reported favorably but rejected by the Senate. Finally one proposal was allowed to pass, that providing for a special commission not to go ahead and plan to meet the unemployment situation but to investigate it and consider possible remedies.

"On Oct. 1, LeRoy Sweetser, head of the Department of Labor and Industries, invited to the State House a number of social and industrial experts interested in the unemployment problem.

"The Governor did not even attend that conference. Mr. Sweetser had no plan to bring forward, no definite ideas of organization or procedure. He merely proposed the appointment of a number of committees 'to investigate.'

"The Democratic platform confirms my suggestion. Speaking upon that plank before the convention, I said: 'The task which immediately confronts our party is to create an economic condition by co-operative effort that will result in wider distribution of the profits of industry. Following my election I propose to call a conference of leaders of business, of labor, economists and heads of state bureaus.' The Governor endeavors to tell you that he is responsible for an enlarged building program, and points with pride to the administration of his social welfare work. In his inaugural of 1927, His Excellency, Alvan T. Fuller, said: 'By my direction, the commission on administration and finance has during the past year made a careful study of the building needs of the Commonwealth with a view to preparing a constructive program for a wise expenditure of capital outlay. This study has convinced me that the Commonwealth must immediately meet largely increased expenditures for new construction if it is to live up to its obligations to the sick and unfortunate. Failure to provide funds for this would of necessity involve a lowering of our standards for care to a degree which the citizens of Massachusetts would not approve.'

Credit Due To Fuller

"It was under Gov. Fuller's guidance that the progress of social welfare improvement was mapped out, and to him belongs the credit of it. It was Gov. Fuller who formulated the plan for a new hospital in the Metropoli-

UNION-SPRINGFIELD 2/21/31

Regulating Pedestrians.

From the Fall River Herald News.

Mayor Curley of Boston wants the Legislature to give the Traffic Commission authority to regulate pedestrian as well as motor traffic in that city. Other cities and towns are interested in the matter because if such power is extended in Boston there is no reason why it should not be extended to all communities.

But can pedestrian traffic be regulated by legislation? The answer is: Probably not. One of the favored regulations is to forbid people to cross highways afoot except at street intersections. That means that the person in the middle of a city block who wants to do business in a store across the street or to cross for any other purpose must go to the nearest corner, cross there and walk back. How many would do it?

In opposing Mayor Curley's proposal on this line, Frank A. Goodwin, former register of motor vehicles, pointed out that a law of the kind sought would give a traffic board authority to take away rights which pedestrians have in the highways. If a board should require crossing only at street corners, to cross anywhere else would be illegal and a person receiving injuries through careless driving of an automobile could not collect damages.

Motorists are already inclined to hog the streets, regardless of the rights of others. They have been able to get away with it because of the timidity of people afoot to run the risk of injury involved in standing for their rights. To give motorists legal authority to disregard pedestrians elsewhere than on authorized street crossings would increase the dangers of the highway, which are already greater than is fair to the inherent right of citizens to the use of their streets.

JOURNAL-CONCORD 2/19/31

Concord Boy Takes Two Cups at Ski Meet

Odd Overgaard of the Norwegian-American Ski Club of Boston broke a record, in addition to winning two of the three events held at Shoestring hill, Marlboro, Sunday, Feb. 8. He totalled 18:15 points to capture the Lt.-Gov. Youngman cup for the championship of class A in ski jumping. Overgaard also won the Mayor Curley cup for the longest standing jump, breaking the former record of 108 feet by 11 feet.

Overgaard won the open competition at Middlesex the week before.

NEWS-QUINCY 2/24/31

Kendall Presides As Wheelmen Dine

With much gayety and many reminiscences the Boston Bicycle club observed its 54th annual dinner at the Boston Art club. Dr. Walter G. Kendall, president of the club, presided.

The speakers included Nat Butler, Charles Howard, Thomas Leavitt, Standish Wilcox, who represented Mayor Curley; Milton Bridgeman, Frank Collier, Ralph Clifford, Edward Sherwin and Elmer Whitney.

Mayor Curley sent a letter of appreciation of the organization's spendid contribution to the cause of amateur sportsmanship and congratulations to the president, Dr. Kendall.

Edward Sherwin, one of the founders of the club, was present. The 1931 officers of the club are Quincy Kilby, president; Dr. Kendall, captain; Edmund H. Norris, secretary, and Josiah S. Hathaway, treasurer.

The committee in charge of the dinner was Josiah S. Hathaway, Thomas Leavitt, Malcolm L. Bridgeman, Edmund H. Noris and Dr. Kendall.

TIMES-WOBURN 2/24/31

CURLEY TO BE HONORARY MEMBER OF ANCIENTS

Mayor Curley's name because of his interest in the company and their quarters in Faneuil hall, will be presented to the members of the Ancient and Honorable Artillery Company at their meeting Monday noon for honorary membership, an honor at present held by only four living men, King George of England, former president Coolidge, the Earl of Benleigh and Gen. Benjamin B. Buck, U. S. A.

Maj. James W. J. Myrick, past commander of the company, has been selected to purpose the mayor's name, and Past Commander George H. Hutchinson has been selected to second it.

HOME SECTORE, MELROSE 2/26/31

WHAT ABOUT A GREATER BOSTON

During the past several weeks, we have been standing on the side lines reading of speeches that have been made by mayors of various cities, selectmen of small towns, leaders in the civic and social life of communities in greater Boston, all ridiculing the ideas as set forth by Professor Beale of Harvard University and Mayor James M. Curley of Boston, that the section in and around Boston (Melrose included) should all join together in what will be known as a greater Boston. Many are the claims made by both gentlemen who sponsor the bill and it seems to us that they have many worth while ideas, which should be given very careful consideration before we jump up and criticise them for even daring to think of such a proposition.

If we only look back in our history, we will recall that the Great Columbus was ridiculed and laughed at. Robert Fulton was jeered at when he brought forth the steam boat and many many men have met ridicule and abuse because they dared to present what they thought were real constructive views on some subject or other. Now we have men of today bringing forth their views. They have undoubtedly spent a great deal of time in getting these ideas together. Should not we be willing to sit in with them and talk the proposition over.

To-day seems to be the day of consolidations. Big mergers have taken place in business. Groups of men are getting together in service clubs and like organizations in order that they might benefit from one another's views. Grocery stores are joining with one another in large groups that they might buy more economically and thus offer better values to the buying public. Many large chain store organizations have come into being within the past several years. If this is so in business, might it not work well in the business of conductng a city or a town?

Of course there are many, (and their views are well taken) who believe that if Melrose should enter into a consolidation with other communities in and about here to make a Greater Boston, then we in this "spotless town" of ours would lose our individuality and many other characteristics of which we are very proud. Well, the proponents of the bill for a Greater Boston make the claim that we would not lose out individuality and even though there was danger of such a thing happening, would that be so terrible? We think of the owner of a small store in a neighboring city who would not adjust himself or his store to serving the public in a modern way and he was thus eliminated from the struggle for business and the up-to-date chain store took his place in business.

It is not the purpose of this paper to say that the bill for a Greater Boston is a good one but we do say that some of the would-be politicians are talking a bit hasty when they rush to the defence of their respective communities as opposing the bill before they have an opportunity to carefully investigate the entire proposition. We believe any bill is well worth the serious thought and consideration of the people to be affected.

It might be than many in Melrose have definite ideas regarding the plan for a consolidation of the cities and towns in greater Boston. If so, the SECTOR would be very pleased to print them in its columns and, if the writer so desires, their name will appear at the foot of the article.

GAZETTE, WORCESTER 2/26/31

Pleads for State Insurance Against Unemployment

To the Editor of The Gazette,

Sir:—Our American dole, the sums paid in outdoor relief through the welfare departments, is rapidly becoming a serious burden for the cities and towns of this state. In Boston Mayor Curley has stated that the money paid out in January is at the rate of $7,000,000 a year or three and a half times the normal amount. This increase is not peculiar to Boston because of its size or location. In the little town of Amesbury the amount paid for outdoor relief in January, 1931, was more than three and a half times that of a year ago, and in North Adams in Western Massachusetts it was two and two-thirds times larger.

I suggest that the Legislature has a splendid opportunity to relieve the cities and towns somewhat of this mounting but necessary burden by passing House Bill No. 490, drawn up by me and introduced by Representative Sawyer of Ware, to provide out of work allowances to the unemployed for a limited number of weeks in any one year through a system of unemployment insurance.

It is just as reasonable to require employers to insure against causing unemployment as it is to require them to insure against causing industrial accidents to their employes, and just as reasonable that a man who is laid off or discharged should get part of his pay as it is that a man who is hurt while at work should get part of his pay through workmen's compensation.

Such a law would be a blessing to the worker. It is also perfectly fair. If a factory shut down and a leak developed in the roof so that the idle machinery was suffering damage, the employing corporation would immediately repair the roof to protect the idle machinery. Why then should not employers be required to protect their idle workers by unemployment insurance and thus give idle workers some of the protection they now give to idle machinery?

The obvious justice of this way of caring for the unemployed has caused both the Federal Council of Churches of Christ and the executive committee of the State Federation of Labor to endorse the principle of unemployment insurance. Let us hope that the Legislature will listen to their voice.

ALFRED BAKER LEWIS.

Cambridge, Feb. 24.

HAVERHILL GAZETTE 3/4/31

REPORTS FAVORABLY ON ATHLETIC BILL

Legislative Committee Endorses Boston Move

The legislative committee on municipal finance yesterday reported favorably a bill on the petition of Mayor James M. Curley, Boston, authorizing the school committee of Boston to expend money for athletic wearing apparel and clothing and for the repairing and maintenance of the same for the use of pupils of the public schools of the city.

As reported, the bill reads:

"The net receipts accruing from all athletic contests and games engaged in by the pupils of the public schools of the city of Boston shall be deposited in the city treasury and held for expenditure for purchasing athletic wearing apparel and clothing, and repairing, altering and cleaning of the same for the use of the pupils of said schools in connection with athletic contests and games, and for other incidental expenses connected therewith, and shall be expended as aforesaid on order of the school committee of said city." The act would become effective upon its passage.

The Haverhill school committe found it was up against the same obstacles in regard to making payments for high school athletics for similar purposes, a state authority ruling that an athletic association would be the proper organization to handle such activities.

HYDE PARK GAZETTE 3/5/31

SALE OF TICKETS CLOSES MARCH 19

Ladies' Night In Current Events Hall

At a meeting Monday night of the committee in charge of the annual Ladies' Night of the Hyde Park Board of Trade Inc., it was announced that no tickets will be sold after March 19. The affair will be held in the Current Events hall on Monday evening, March 23. A reception will be held from 6 to 6:30 followed by a banquet and later by an entertainment and speaking. Mayor James M. Curley will be the principal speaker.

President Thomas F. McMahon, who is chairman of the committee further stated that no one will be admitted into the hall unless he has procured a ticket.

LOWELL COURIER-CITIZEN 3/6/31

BOSTON'S THEATRICAL CENSORSHIP ASSAILED

Legislative Bill Would Deprive Curley's Censor, John M. Casey, of Present Powers.

BOSTON, March 5, (AP).—Official Boston's "one-man" censorship of theatre productions was strongly assailed today before the legislative committee on cities. With equal vigor John M. Casey, chief of the city licensing division, and others defended the efforts of Casey and Mayor James M. Curley to insure none but clean stage offerings.

The committee considered a bill giving the power of censorship to the district attorney by making it a part of his duties to prosecute indecent productions. Upon the public would fall a large portion of the censorship proceedings.

Censorship as now exercised in Boston was characterized as obnoxious to the fundamental principles of democracy by Reuben L. Lourie of Boston, representative of the Civil Liberties League. He held that the power of the mayor was supreme and that what he said regarding the banning of a production was law.

Leo Meltzer, chairman of the social justice committee of the Community of Youth, said theatrical productions here would be intellectually barren if the present system of censorship continued to prevail.

Judge Thomas H. Bilodeau, legislative counsel for the city and representative of Mayor Curley, said in opposition to the bill that, if "it is necessary to have 'smut' in plays, then the city of Boston does not want intellectual plays."

"The citizens of Boston," Bilodeau said, "do not want this, and the mayor of Boston is satisfied with the law as it is. He is doing a good job in keeping the stage and plays clean. I would rather take the judgment of the mayor than the judgment of some of the intellectuals who can't put on a play without 'smut.'"

Samuel Angoff, a lawyer, said serious plays have been the objects of censorship while burlesques have not. He said Casey was "sincere but mistaken."

Walter Pritchard Eaton, dramatic critic, another proponent of the bill, said no one questioned Casey's good intentions but remarked that "it is too ridiculous a situation for the city of Boston to have such a condition exist."

Casey said that New York producers, including Florenz Ziegfeld and William A. Brady, were in favor of the system in vogue here. He explained his reasons for censoring certain plays in the past. He took issue with proponents of the bill in their remarks about the recent controversy over "Strange Interlude," which resulted in that production being shown in Quincy instead of Boston.

Replying to statement by proponents, Casey said "nobody can ban a play from coming to Boston," and he denied that dire results would be levied upon theatre managers if they appeared at the hearing in favor of the bill.

Bernard J. Rothwell of the Watch and Ward Society opposed the bill. He commended the work of Casey and said the public is becoming saturated with "sex stuff."

NO ADAMS TRANSCRIPT 3/6/31

STATE AID PLANS TAKEN UP BY ELY

Governor Confers With Mayor Curley and Leaders of Legislature Today

Boston, March 6.— (A.P.) — Governor Joseph B. Ely today conferred with leaders of the Legislature and the mayor of Boston on a plan to provide state aid for cities and towns heavily burdened with expenditures for the destitute.

Legislation was to be drafted and laid before the governor late today.

At the conferences during the forenoon and afternoon were mayor James M. Curley of Boston, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House of Representatives, Corporation Counsel Samuel Silverman of Boston, State Tax Commissioner Henry F. Long and Robert S. Carven, city auditor of Boston.

Mayor Curley said it was apparent that some relief must be provided from some form of state income to be apportioned among the cities and towns. In Boston last year, he said, public welfare expenditures rose 100 per cent. The first two months of this year, he added, indicated another increase of 100 per cent.

Public welfare expenditures in Boston last year, he said, aggregated $4,000,000 and it was indicated the city would spend $6,000,000 this year. He expressed the hope that through some form of relief the state might provide funds to absorb one half of this increase.

Commissioner Long and Corporation Counsel Silverman began preparation of a plan to be submitted to the governor.

The governor also conferred, separately, with members of the joint legislative ways and means committee.

MILFORD NEWS 3/6/31

CURLEY SUGGESTS TAX INCREASE ON INCOMES

Boston, March 6—A suggestion for a flat 10 per cent increase in the present state income taxes, the proceeds to be turned over to the cities and towns to aid in the relief from tremendous expenditures for public welfare during the present depression, was made to Gov. Joseph B. Ely today by Mayor James M. Curley of Boston at a conference attended by Tax Commissioner Henry F. Long, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House of Representatives, Corporation Counsel Samuel Silverman and City Auditor Rupert S. Carven.

The increase would be for one year only and would be payable to the cities and towns on the basis of their last returns. It was estimated that it would raise in the state about $4,500,000 of which the city of Boston would receive about $1,000,000.

Tax Commissioner Long and Silverman will get together and draft a bill embodying the ideas advanced at the conference.

MILFORD NEWS 3/6/31

RAPS MAYOR

Boston, March 6—Councilor John F. Dowd, in a letter to Mayor Curley yesterday, attacked the failure to remove snow and charged that, though over 175 snowplows belonging to contractors were working in the suburbs, thousands of unemployed were refused work because of orders. According to Councilor Dowd, it was said that the Mayor expressed the opinion that sun and nature would take care of the storm.

SPRINGFIELD NEWS 3/6/31

STRATEGISTS IN PARTY CERTAIN THEY'LL WIN OUT IN CONVENTION

Voices of Dry Leaders Being Heard; Daniels Assails Proposal

Boston, March 6—Gov Joseph B. Ely, Mayor James M. Curley and other prominent Massachusetts Democrats today praised the "home rule" prohibition plan proposed at the Washington Democratic national committee meeting.

Washington, March 6 — Undaunted by opposition of dry leaders, those in control of the Democratic party machinery will press for adoption of the Raskob "home rule plans" for prohibition modification in the platform for next year's presidential campaign.

The assault of dry forces against this course at the Democratic national committee meeting here yesterday was staged with unrestrained fury. Never within memory has a national chairman been subjected to such sharp and direct criticism as was showered upon John J. Raskob. It was unprecedented that a Democrat of the prestige of Senator Joseph T. Robinson, vice-presidential candidate on the Smith ticket in 1928, should lash the party chairman to his face in such fashion.

But Raskob and his backers remained confident that the issue must be met and that it should be met in some way similar to that proposed.

Raskob Confident

Party morale was shaken temporarily at least by this outburst of feeling, which provoked hissing and cat-calls. The voices of dry leaders in and out of the party were being heard from today, as men like F. Scott McBride, superintendent of the Antisaloon league, and Josephus Daniels of Raleigh, N. C., one of the influential spokesmen in the South, assailed the proposal.

The predictions of disaster made no impression on those in control of the party organization. Apparently they are convinced the party's hope next year lies in grasping the prohibition issue with the expectation that it will aid in swinging large pivotal eastern states and that the dry Democrats of the South will be willing, after they have spoken their minds, to go along with the party.

SPRINGFIELD NEWS 3/6/31

GOVERNOR ACTS TO CUT COST OF WELFARE WORK IN LARGE CITIES

Legislation to Relieve Present Conditions Promised After Conference

Boston, March 6—Legislation designed to relieve cities and towns of the enormous increase in public welfare expenditures will be sought immediately.

This was announced today after a conference between Gov Ely and several officials of the state and the city of Boston.

Attending the meeting, besides the chief executive, were Mayor James M. Curley of Boston, Corporation Counsel Samuel Silverman of Boston, State Tax Commissioner Henry F. Long, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House and City Auditor Rupert C. Carver of Boston.

It was announced that legislation coming within the scope of some measures pending before the General Court will be drafted and submitted to the governor later today by Long and Silverman.

Pointing out that public welfare expenditures by the city of Boston increased 100 per cent last year, Mayor Curley said it was apparent some form of relief must be provided from state income to be apportioned among the various municipalities.

Another conference was to be held this afternoon for further discussion of the relief project.

CHRONICLE, READING 3/6/31

"Greater Boston" Advocate Speaker for Board of Trade

It now looks like a stormy session at the Board of Trade meeting on Tuesday night, Rotary Hall, for then the first leading advocate of a Greater Boston invades embattled Reading.

Prof. Joseph H. Beale of Harvard, whose sensational plan to have Boston take over many of the governmental affairs of Reading and other commutor towns, is going to meet his local foes face to face and tell them a thing or two. Those who know the professor are looking for "a hot time in the old town" that night. The meeting will be open to the public.

"Are we going to let the Boston octopus reach out his tenacles and snuff out Reading's town government?"

"Are we going to be swallowed up by the Hub giant and lose our identity as a town?"

"Are we going to become just a political foot-ball for greedy big city politicians to kick around?"

These are some of the questions which local townspeople have been asking ever since Prof. Beale and Mayor Curley presented their Greater Boston bills to the state Legislature recently.

"That fear is a lot of poppy-cock conjured up by small town backwoodsmen," is the reply of many Boston advocates of the plan. On the other hand men like the Harvard authority insist that this Greater Boston scheme will be a boon to the business of Reading and the surrounding towns.

Well, who's right?

In order to get at the answer the local Board of Trade brings out Prof. Beale in order that Reading business men can hear his side of the question and thus be able to form sound conclusions on a matter which is now exciting the two million people in the whole area. No matter how you may feel now, you will be interested in Prof. Beale's address.

He was one of the leaders of the Tercentenary movement. He has long been an authority on municipal government and many of his new ideas have startled folks. He is a professor at Harvard Law School. He started the first graduate law school in America devoted exclusively to the instruction of women.

Last summer he went to London to study the borough system in relation to some such plan being tried out in Boston. He is a member of Mayor Curley's Greater Boston Planning Commission. His Greater Boston bill that went to the General Court the other day has aroused all sorts of wild talk both pro and con. He is a Fellow of the American Academy of Arts and Sciences. Who's Who devotes much space to his achievements and to listing the books on law and government which he has written.

Offers Borough System

PROF J. H. BEALE

SPRINGFIELD REPUBLICAN 3/6/31

CENSORSHIP RAPPED AS FOOLISH, UPHELD AS BEING EFFICIENT

Eaton of Stockbridge Among Those Wanting District-Attorney to Prosecute Boston Stage Cases

From Our Special Reporter

Boston, March 5—One-man censorship of Boston theaters is ridiculous, the legislative committee on cities was told today by proponents of a bill to place censorship on the shoulders of the public and immediate prosecution for indecent productions up to the district-attorney.

Representatives of various organizations and theatrical guilds favored the measure, but no theatrical producers appeared, one proponent declaring they dared not favor this matter, fearing dire results that would follow.

The city of Boston opposed the bill as did the Watch and Ward society.

The committee was told by one propopent that censorship as now exercised in Boston is obnoxious to the fundamental principles of democracy. Now the mayor is supreme, it was argued, and what he says regarding banning is law. Citizens are entitled to have serious plays shown in Boston, and if objectionable, the remedy should be in the district-attorney's hands, it was asserted. The present laws are adequate without this one-man supervision and the mayor should not tell the people what they should or may see or hear, it was contended. Many fine plays are warned from Boston because of this condition, yet burlesque shows go on unhampered, the committee was told.

Walter Pritchard Eaton of Stockbridge, dramatic critic and director of the Cambridge School of the Theater, representing subscribers of the Theater guild, said these members are serious theatergoers and know what they want to see, especially the serious productions. They ask for freedom of action and judgment, said Eaton. "You trust one man to say what we shall see and then you get ridiculousness. We cannot trust the judgment of one man. No one is questioning the honesty of that man, but it is too ridiculous a situation for the city of Boston to have such a condition exist."

Asked by a Curley member of the committee if Earl Carroll favored the bill, Eaton replied: "I don't think so. Earl Carroll thrives on being arrested."

Another speaker said theatrical productions will be intellectually barren if the present system of censorship prevails. Many others spoke for the bill and during their talks frequently referred to "The Strange Interlude," which originally was booked to play in Boston and finally staged in Quincy because of the mayor's objections.

Judge Thomas B. Bilodeau, appearing for Mayor James M. Curley of Boston, declared there is no necessity for such legislation. "If it is necessary to have 'smut' in plays, then the city of Boston does not want intellectual plays," he said. "The citizens of Boston don't want this and the mayor of Boston is satisfied with the law as it is and he is doing a good job in keeping the stage and plays clean. I would rather take the judgment of the mayor than the judgment of some of the intellectuals who can't put on a play without 'smut'."

"Nobody can ban a play from coming to Boston," said John M. Casey, the "one-man censor." "All have a perfect right to come here. I am willing to take on my shoulders anything I do, but I resent anyone attempting to ridicule me or my work. That statement that dire results would be levied on theater managers for appearing here in support of this bill is absolutely untrue. Not one of these people who have appeared here before you has told the truth about 'The Strange Interlude.' Mayor Nichols saw the play in New York and when the producers came to him about the license, he told them he saw the show and did not think it fit as it was staged there to be shown here. The producers returned to New York and deleted some of the objectionable features and then came back to the mayor and told him what they had done. When he could not guarantee them that there would be no interference from the police commissioner and chief justice of the municipal court, who constitute the board of censorship, they went to Quincy with the play."

Casey named the plays banned and expurgated before being allowed in Boston and gave reasons for each action, chiefly obscenity and profanity. He said New York officials and producers such as Florenz Ziegfeld and William Brady favor the system in vogue in Boston and desire such a system in New York.

The Watch and Ward agent opposed the bill, saying the public is becoming saturated with "sex stuff."

Censorship as now exercised in Boston was characterized as obnoxious to the fundamental principles of democracy by Reuben L. Lourie of Boston, representative of the Civil Liberties League. He held that the power of the Mayor was supreme and that what he said regarding the banning of a production was law.

Leo Meltzer, chairman of the Social Justice Committee of the Community of Youth, said theatrical productions here would be intellectually barren if the present system of censorship continued to prevail.

Judge Thomas H. Bilodeau, legislative counsel for the city and representative of Mayor Curley, said in opposition to the bill, that if "it is necessary to have 'smut' in plays, then the city of Boston does not want intellectual plays."

"The citizens of Boston," Bilodeau said, "do not want this, and the Mayor of Boston is satisfied with the law as it is. He is doing a good job in keeping the stage and plays clean. I would rather take the judgment of the Mayor than the judgment of some of the intellectuals who can't put on a play without 'smut.'"

"Sincere, but Mistaken."

Samuel Angoff, a lawyer, said serious plays have been the objects of censorship while burlesque have not. He said Casey was "sincere, but mistaken."

Walther Pritchard Eaton, dramatic critic, another proponent of the bill, said no one questioned Casey's good intentions, but remarked that "it is too ridiculous a situation for the city of Boston to have such a condition exist."

Casey said that New York producers, including Florenz Ziegfeld and William Brady, were in favor of the system in vogue here. He explained his reasons for censoring certain plays in the past. He took issue with proponents of the bill in their remarks about the recent controversy over "Strange Interlude" which resulted in that production being shown in Quincy instead of Boston.

Replying to statements by proponents, Casey said "nobody can ban a play from coming to Boston" and he denied that dire results would be levied upon theater managers if they appeared at the hearing in favor of the bill.

Bernard J. Rothwell of the Watch and Ward society opposed the bill. He commended the work of Casey and said the public is becoming saturated with "sex stuff."

SPRINGFIELD UNION 3/6/31

ONE-MAN STAGE CENSORSHIP FOR BOSTON FLAYED

"Situation Too Ridiculous," Says Walter P. Eaton; Curley Spokesman Defends Practise.

BOSTON, March 5—(AP) Official Boston's "one-man" censorship of theater productions was strongly assailed today before the legislative Committee on Cities. With equal vigor, John M. Casey, chief of the city licensing division, and others defended the efforts of Casey and Mayor James M. Curley to insure none but clean stage offerings.

The committee considered a bill giving the power of censorship to the district attorney by making it a part of his duties to prosecute indecent productions. Upon the public would fall a large portion of the censorship proceedings.

Termed Obnoxious.

WORCESTER GAZETTE 3/6/31

TEMPEST IN DEMOCRATIC PARTY ON PROPOSAL MADE BY RASKOB

Glass Says It Would Be Fatal to Either Party to Make Prohibition a "Party Question"—Walsh in Accord With Views of National Chairman

EMPORIA, Kan., March 6 (AP)—Revolt of Southern and Western Democrats if their party adopts a wet platform was predicted today by Dr. Clarence True Wilson, secretary of the Board of Prohibition, Temperance and Public Morals of the Methodist Episcopal church.

BOSTON, March 6 (INS)—Gov. Joseph B. Ely, Mayor James M. Curley and other prominent Massachusetts Democrats today praised the "home rule" prohibition plan proposed at the Washington Democratic national committee meeting.

FITCHBURG SENTINEL 3/6/31

Discuss State Aid For Cities, Towns On Poor

BOSTON, March 6 (AP)—Gov. Joseph B. Ely today conferred with leaders of the Legislature and the mayor of Boston on a plan to provide state aid for cities and towns heavily burdened with expenditures for the destitute.

Legislation was to be drafted and laid before the governor later today.

At the conferences during the forenoon and afternoon were Mayor James M. Curley of Boston; Gaspar G. Bacon, president of the Senate; Leverett Saltonstall, speaker of the House of Representatives, Corporation Counsel Samuel Silverman of Boston, the state tax commissioner, Henry F. Long, and Rubert S. Carven, city auditor of Boston.

Mayor Curley said it was apparent that some relief must be provided from some form of state ncome to be apportioned among the cities and towns. In Boston last year, he said, public welfare expenditures rose 100 per cent. The first two months of this year, he added, indicated another increase of 100 per cent.

SPRINGFIELD UNION 3/7/31

Income Tax of 10 Per Cent Proposed for Relief Fund

Proceeds Would Be Turned Over to Cities and Towns to Relieve Welfare Expenditures Under Curley's Plan.

Special to The Springfield Union.

BOSTON, March 6—A flat increase of 10 per cent in the present state income taxes, the proceeds to be turned over to the cities and towns to aid in relief from the tremendous expenditures of public welfare during the present depression, was the proposal made to Gov. Ely this morning by Mayor James M. Curley of Boston. The suggestion came in the course of an hour and a half conference attended by Tax Commissioner Henry F. Long, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, Corporation Counsel Samuel Silverman and City Auditor Rupert S. Carven.

Bill to Be Drafted.

The increase would be for one year only and would be payable to the cities and towns on the basis of their last returns. It is estimated that about $4,500,000 would be raised, of which approximatetly $1,000,000 would go to Boston. Tax Commissioner Long and Mr. Silverman will get together and draft a bill embodying the ideas advanced at the conference.

The present income tax rate is 1½ per cent on salaries, 3 per cent on gains and 6 per cent on interest and dividends. The Governor, discussing the situation with newspapermen, declared it is a pressing need to find some relief for the cities and towns and that so far he had not heard of any better plan than the one offered at this morning's conference. Mayor Curley, discussing the meeting, said that it was held to devise ways and means of relieving cities and towns from the increased burden due to public welfare expenditures. He pointed out that these expenditures jumped 100 per cent last year over any previous year and that the estimate for the first two months of this year indicates another 100 per cent jump.

It is apparent, he felt, that some relief must be provided from some form of state income to be apportioned among the cities and towns. A number of plans were discussed at the meeting, he said.

After discussing the situation in Boston, Mayor Curley said that if with some form of relief the State would aid to the extent of one half of the increase in public welfare expenditures, it would be making a real contribution to the cities and towns.

MILFORD NEWS 3/6/31

BOSTON DEMOCRATS PRAISE RASKOB PLAN

Boston, March 6—Gov. Joseph B. Ely, Mayor James M. Curley and to other prominent Massachusetts Democrats today praised the home rule prohibition plan proposed at the Washington National Democratic committee meeting.

"The Southern dry Democrats have challenged the Democrats of the rest of the nation," Rev. Roland D. Sawyer of Ware, declared.

Washington, March 6—The prohibition issue, as it affects the Democratic party, was pushed squarely into the open today—there to remain until the National convention next year, makes its choice of wet or dry for the presidential campaign of 1932.

The process of getting into the open left some ruffled feelings among those who participated in the meeting of the national committee, but on all sides today there was apparent a feeling of relief that at last the controversy has been dragged from the darkness of suppression into the light of discussion.

From now on, for the next 16 months, Chairman John J. Raskob's bold proposal that the party adopt a home rule plank on the liquor question, promises to be the principal topic of conversation in Democratic circles.

WORCESTER POST 3/7/31

Increased Taxes Are Planned From Various Sources

Income, Gasoline, and Poll Tax Rates May Be Raised

(Special to The Post)

BOSTON, March 7—State and Boston tax officials were preparing today to present the Legislature with a request for a flat increase of 10 percent in the income tax for this year only, as a result of a conference yesterday between Mayor Curley and other Boston officials and Gov. Ely and state taxation experts.

If the Legislature passes the tax proposition to be before it within the next 10 days $14,350,000 additional will be raised from various sources, including $4,500,000 from incomes, $5,350,000 from gasoline, $3,000,000 from polls and $1,500,000 from state tax.

"It is the best plan I have heard to date," Gov. Ely declared following the conference. He remarked that there was an urgent need for additional funds because of the tremendously increased demands on municipalities for extension of public works, particularly streets and for public welfare work.

$130,000 To Worcester

The 10 percent would be returned pro-rata to the cities and towns on the basis of their last income tax returns. This would bring an additional estimated $130,000 to Worcester, increasing the state income tax return to Worcester to nearly $1,500,000.

Mayor Curley was accompanied to the State House by Corporation Counsel Samuel Silverman. They conferred with Gov. Ely, President Gaspar G. Bacon of the Senate, Speaker Saltonstall, Tax Commissioner Henry L. Long, and Rupert S. Carven, the Boston city auditor, for an hour and a half.

The $14,350,000 officials hope to raise with permission of the Legislature is in addition to the $42,000,000 raised last year from various sources.

The joint committee on ways and means yesterday brought out its anticipated favorable report for a one-cent increase in the gas tax, to make it three cents a gallon, for four years starting May 1. Within a few days the taxation committee will report a measure to increase the poll tax $1 on males and a new tax of $2 for females and the committee on ways and means prepared to recommend an increase in the state tax of $1,500,000 to make it $8,500,000.

Public Welfare Work

The numerous methods of raising funds come because of the need for funds not only for public welfare work in the cities and towns but the state program for public works to relieve unemployment, the old age assistant act and expansion of state activities.

The curley suggestion would be for but a single year and would apply to returns filed last Monday. It would be collected in the fall.

The joint ways and means committee reported its gasoline increase tax bill to provide a total revenue of $11,500,000, $10,000,000 to be apportioned for highway construction and $1,500,000 for a new building for the State Department of Public Works.

Mayor Curley, during the conference, waived aside constitutional objection by citing the instance in 1918 when additional taxes were placed on foreign and domestic corporations to pay the war bonus and in 1923 when an additional tax on individual incomes was imposed to make good national bank tax reimbursements.

Curley indicated that unless some unusual relief was provided for meeting the unusual public welfare and other expenditures by cities and towns practically every community in the state would be forced to increase its real estate tax.

The report of the ways and means committee disclosed that Gov. Ely was granted the appropriation he requested in his budget. Instead of giving him 10-year serial bonds as he suggested, the committee recommended that the money be raised for the highway program on short term notes over a four-year period with a provision that the entire amount be paid by April 30, 1935.

The bill is the first section of the state budget. In its report the committee estimated that between 25 and 50 percent of the total expenditure would go to labor and thus relieve unemployment.

The committee expressed the conviction that highway building should be financed from current revenue as far as possible.

It gave its approval to the particular projects for which the $11,500,000 was requested and expected that contracts could be let within the next five months.

Defend Gas Tax

In defending its gasoline tax recommendation the committee explained that only six other states have as low a tax as Massachusetts and none had one lower.

The committee recommended that cities and towns be relieved of the assessments placed on them with the highway fund taking over the entire cost of maintenance and reconstruction. Abatements also would be made of assessments for snow removal by the Department of Public Works. Land damages would be paid for from this fund.

The committee estimated that the four-year increase would produce a total of $21,400,000 which would provide for $10,000,000 for highway construction, $1,500,000 for the public works building, $900,000 for interest on the notes and $900,000,000 for the abated assessments for the four-year period.

The Curley proposal combined with the gasoline tax increase is likely to interfere with the current plans for increasing the poll tax. It also will increase the opposition to the movement now in progress in the House to lower the minimum eligibility clause in the old age assistance act from 70 to 65 years.

No difficulty is expected to be encountered in getting the Curley bill, now being drafted before the Legislature in spite of the expiration of the time limit for filing bills.

Early in the session Chairman Frank A. Goodwin of the Boston finance commission filed a bill seeking an additional tax on incomes, savings banks and business corporations for an unemployment relief fund. The committee on taxation gave the bill a public hearing on Feb. 17 at which Goodwin suggested that the tax might be increased 20 percent.

Ordinarily the mayor would have difficulty in getting his bill before the Legislature but with no report having been made on the Goodwin measure, it easily could be combined with that legislation, the hearing reopened and presented under that cloak.

Gov. Ely's spokesman in the House, Rep. Leo M. Birmingham of Brighton made known immediately after the conference concluded, that he would lead opposition to any effort to increase the taxes of small salaried wage earners.

HOLYOKE TRANSCRIPT 3/9/31

URGES 2-CENT TAX ON GAS TO FINANCE RELIEF FOR JOBLESS

BOSTON, March 9—The Massachusetts Tax Association has recommended that unemployment relief throughout the State be financed by a two-cent increase in the gasoline tax.

The association declared last night that the increase in income taxes proposed by Mayor James M. Curley of Boston ran the risk of driving capital out of the State, and that an increase in the taxes on corporate incomes unquestionably would drive out industries.

Gasoline now is selling at a low price, and whether the tax be two or four cents it represents a negligible percentage of the annual cost of maintaining an automobile, the association said. It urged that at least one cent of the increase be distributed directly to municipalities, to be used by them for highway purposes. The other cent would be used to meet the Governor's highway program.

Governor Ely, commenting on the recommendation, thought that the two-cent increase was unnecessarily. He thought it preferable to increase the time on the highways' bonds to 10 years and to turn half of the one-cent gasoline tax increase back to the communities.

"One quarter of the cent increase also could be used to relieve cities and towns from certain assessments," Ely said. "Cities and towns in this way could be given the advantage this year of approximately $4,000,000, which would be within $500,000 of the amount to accrue by a 10 per cent increase on incomes and corporate incomes."

FRAMINGHAM NEWS 3/7/31

Flat 10 Percent Increase On State Income Tax Returns Meets Favor of Governor

Proposal Is to Turn Proceeds Back to Cities and Towns to Aid in Welfare Work

Mayor Curley's suggestion for a flat 10 percent increase on the 1930 State income tax returns filed Monday, the proceeds to be turned over to the cities and towns to assist their public welfare programs, was declared by Gov. Ely yesterday afternoon to be "the best plan I have heard to date."

The suggestion was made by Mayor Curley at a conference in the Governor's office at the State House with various leaders of the State Government, including the Governor, Pres. Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, Tax Commissioner Henry F. Long, Corporation Counsel Samuel Silverman of Boston and City Solicitor Rupert S. Carven of Boston.

After the conference Gov. Ely said there was a very urgent need for providing additional funds for the welfare departments because of the tremendously increased demands on municipalities from the prolonged business depression.

Mayor Curley told reporters that the city of Boston was going to spend $6,000,000 for public welfare work this year, an increase of approximately $2,000,000 over the amount expended last year, and that last year's expenditures were a 100 percent increase over the expenditures of the preceding year.

Under Mayor Curley's proposal the rates on salaries would go up from 1.5 percent to 1.65 percent; the rate on gains from 3 percent to 3.3, and the rate on interest and dividends from 6 percent to 6.6 percent. Under this plan, if a man now pays $10 as tax from his salary, it would be increased to $11.

LOWELL COURIER-CITIZEN 3/9/31

Mayor Braden to Attend Conference Called for Tomorrow by Curley

BOSTON, March 8, (AP).—The executive committee of the Massachusetts Tax Association today, after a special meeting, issued a statement of its position on various proposals for unemployment relief now before the state legislature.

Five Conclusions Set Forth.

The association's conclusions were summarized as follows:

1. There should be no reduction at present in the old-age pension age limit.

2. There should be no more increase than is absolutely necessary in the state tax.

3. There should be no increase this year in the tax on incomes, and particularly on corporate incomes.

4. The funds for the relief program should be raised largely by a two-cent increase in the gasoline tax, a substantial part of which should be distributed to, or used for, the municipalities for highway and traffic purposes.

5. The funds needed for old age pensions should be provided by an adequate increase in the poll tax, and an adequate poll tax for women.

The association was reluctant to take any part in the legislative problems, the statement said, because it was formed to gather data upon which a revision of the tax system and laws could be based and to consider to what extent governmental economics can be effected.

"Emergency Situation."

There appears, however, the statement continued, "that an emergency situation has arisen which requires the attention of all people of the commonwealth. Moreover, whatever steps are taken to meet this emergency may have more than a temporary effect on our tax situation and various governmental agencies."

The statement said the association had seen little or nothing in regard to governmental "economy" in all the discussion.

"It is a fact," it continued, "that in thel ast 10 years the cost of government in his commonwealth has risen in an alarming degree. Our governmental agencies, particularly the municipalities, have been spending far more than they could afford to spend. Yet, we hear little or nothing from executives of many of our municipalities to indicate that they appreciate this, or have any desire to remedy it.

"If the legislature gives some relief to the municipalities, on their side the municipalities must make a sincere and determined effort radically to reduce expenditures. This is a hard and unpopular process, but, if far greater disaster than anything we have yet suffered is to be avoided, the process must be undertaken.

"The association realizes that the governor, the legislature and municipal authorities are in the midst of a perplexing situation. It has confidence in the intelligent and conscientious consideration which is being supplied, and it is anxious to aid in any way it can."

Mayor Thomas H. Braden will attend Mayor James M. Curley's conference of mayors and selectmen in Boston City Hall, Tuesday afternoon, to discuss means of relieving the burdens of public welfare work in cities and towns. The mayor said last night he hoped to be present if no other more important business interferes.

Reluctant to Comment.

The Boston executive has sent invitations to attend to every mayor and selectman in the state. Mayor Braden had not received his last night and therefore was reluctant to comment on any of its proposals. He expected to get it today.

Mayor Curley's plan has caused a storm of protest, most of which has centred over a proposed increase of 10 per cent in income tax returns this year, the revenue from which would provide $4,000,000, according to Curley's estimate, for distribution to cities and towns. The money would go toward charity work in public welfare departments during the present depression.

Curley said in his letter that in other communities outside of Massachusetts funds have been raised for the relief of the needy through a community chest or otherwise. Here, he said, "we have been free of movements for the relief of either city or town treasuries in the care of the needy and have likewise been free of bread lines and soup kitchens. This has been possible through such increase in the appropriation for the maintenance of public welfare departments as has been found necessary to provide for the requirements of the unemployed and needy.

"The burden, as a consequence of this method of meeting this emergency confronting government, which in my opinion is the only sound and sane plan of providing for the unfortunate needy, has been borne almost wholly by real estate, and that the burden may in part be shared by other agencies than real estate, and that no additional burden be placed upon those who would find it difficult to meet the obligation, this system of levy is presented."

He said similar action was taken in 1918 when the Massachusetts legislature provided for an additional tax upon the net income of domestic and foreign corporations for one year to meet the additional burden imposed upon the commonwealth by the war bonus.

His plan has been endorsed by Governor Ely.

SPRINGFIELD NEWS 3/7/31

Ely Indorses Curley's Plan For 10 Per Cent Income Tax Increase On 1930 Earnings

Sum of $14,350,000 Involved In Program Over and Above Last Amount of $42,000,000; Measures Proposed Concern Gasoline, Poll Taxes and State Impost

Boston, March 7 — Recommendation by Mayor Curley and indorsement by Gov Ely of a flat increase of 10 per cent in the state income tax will result in placing before the Legislature proposals to increase the taxes of the citizens of Massachusetts by more than $14,000,000.

This figure is in addition to the $42,000,000 imposed last year and does not include revenue from motor car licenses and registrations and from state departments.

A recommendation to increase the gasoline tax from two cents to three cents for a period of four years starting May 1 was reported to the House yesterday by the joint committee on ways and means.

Curley directed Corporation Counsel Samuel Silverman to confer with Tax Commissioner Henry F. Long to draft a bill for his proposed income tax increase, making it apply to returns filed last Monday.

Within a few days the legislative committee on taxation is expected to report a bill recommending a new poll tax of $2 on women and an increase in the men's poll tax from $2 to $3.

The committee on ways and means is prepared to recommend an increase in the state tax of $1,500,000, bringing it up to $8,500,000.

These four recommendations would result in producing a one-year increase from various sources estimated as follows: Incomes, $4,500,000; gasoline, $5,350,000; polls, $3,000,000; state, $1,500,000; total, $14,350,000.

The pressure on the Legislature for this huge increase in revenue has been applied as the cumulative result of Gov Ely's ambitious program of public works for the relief of unemployment, Mayor Curley's demand for relief from public welfare expenditures, the old age assistance act and expansion in state activities.

Legislators Disturbed

Legislative leaders yesterday were frankly disturbed at the prospect of meeting the demands which so suddenly have been placed before them. The immediate result is likely to be an effort to stem the tide of prospective spending.

Curley's suggestion for a 10 per cent increase in the tax on incomes would be for a single year and the proceeds would be returned to the cities and towns on the basis of their last income tax returns. It is estimated that the city of Boston would derive approximately $1,000,000 from this plan.

The governor was not prepared to give it his entire approval, but he admitted that he had not yet discovered a more reasonable suggestion. Representative Leo M. Birmingham of Brighton, his spokesman in the House, declared that he would lead vigorous opposition to any attempts to increase taxes on the incomes of small salaried wage-earners.

Gas Tax Increase

The joint ways and means committee reported its gasoline increase tax bill to provide a total revenue of $11,500,000, $10,000,000 to be apportioned for highway construction and $1,500,000 for a new building for the state department of public works.

The Curley proposal would be an additional tax to be collected next fall on the 1930 returns which were filed during January and February. The mayor dismissed any constitutional objections by advancing the precedent of 1918 when an additional tax was imposed on foreign and domestic corporations to pay the war bonus, and that of 1923 when the state placed an additional tax on individual incomes to make good national bank tax reimbursements.

Curley at Conference

Curley discussed his proposal at a conference at the State House attended by Gov Ely, President Bacon, Speaker Saltonstall, Commissioner Long, Corporation Counsel Silverman and City Auditor Rupert S. Carven.

During the conference it was learned that Curley indicated that unless some unusual method of relief was provided for meeting the public welfare expenditures demanded by the industrial depression, he might be compelled to increase the city's tax rate on real estate.

The report of the ways and means committee disclosed that Gov Ely was granted the appropriation he requested in his budget but not on his terms. Instead of giving him 10-year serial bonds, the committee recommended that the money be raised for the highway program on short term notes over a four-year period with a provision that the entire amount be paid by April 30, 1935. Thus the Republicans have protected their pay-as-you-go policy.

"Mounting Debt"

The bill is the first section of the state budget. In its report the committee estimated that between 25 and 50 per cent of the total expenditure would go to labor and thus relieve unemployment, with the remainder going to materials, overhead and profit.

The committee expressed the conviction that highway building should be financed from current revenue as far as possible. It expressed apprehension that a general borrowing policy, once begun, might lead to a considerable increase in the cost of construction, and create a "mounting debt for which future generations might well curse us."

It gave its approval to the particular projects for which the $11,500,000 was requested and expected that contracts could be let within the next five months.

In defending its gasoline tax recommendation the committee explained that only six other states have as low a tax as Massachusetts and none had one lower.

The committee recommended that cities and towns be relieved of the assessments placed on them with the highway fund taking over the entire cost of maintenance and reconstruction. Abatements also would be made of assessments for snow removal by the department of public works. Land damages would be paid for from this fund.

The committee estimated that the four-year increase would produce a total of $21,400,000 which would provide for $10,000,000 for highway construction, $1,500,000 for the public works building, $900,000 for interest on the notes and $900,000,000 for the abated assessments for the four-year period.

The Curley proposal combined with the gasoline tax increase is likely to interfere with the current plans for increasing the poll tax. It also will increase the opposition to the movement now in progress in the House to lower the minimum eligibility clause in the old age assistance act from 70 to 65 years.

NEW BEDFORD MERCURY 3/7/31

Gas Tax Would Pay Off Four-Year Notes for $11,500,000 Unemployment Construction Program—Ely Favors Curley's Suggestion for Helping Cities and Towns with Welfare Expense

Boston, March 6 (AP)—An emergency unemployment construction program involving $10,000,000 for roads and $1,500,000 for a public works department building was reported to the House of Representatives today by the joint legislative committee on Ways and Means.

The program would be financed by four-year notes for $11,500,000, representing a departure from the pay-as-you-go policy that has been a Massachusetts tradition since the governorship of Calvin Coolidge.

The recommended legislation also would relieve cities, towns and counties of their assessments for state highways.

A one-cent increase in the gasoline tax was proposed to meet the entire cost of this program. The estimated cost of the entire program, including highways, building, interest and abated assessments is $21,400,000. A one-cent increase in the gasoline tax, based upon 1930 figures, would in four years bring in $21,400,000. Under the proposed legislation the total gas tax would be three cents.

The legislation comprises the first section of the budget of the new Democratic administration of Joseph B. Ely to be filed and it signifies co-operation between the Republican-dominated committee and the Democratic governor.

The only change from the recommendations made by Governor Ely is the method of financing. The money needed is to be provided by notes maturing not later than April 30, 1935, instead of by 10-year bonds, as proposed by the governor. The recommendation in this respect follows the suggestion of Henry L. Shattuck, former chairman of the Ways and Means committee.

The gasoline tax would become effective May 1 and would terminate April 30, 1935.

The relief of the towns and counties of assessments for the maintenance, construction and keeping of state roads clear of snow would be provided in an amendment of the general laws. It would apply to the assessments for 1930, 1931, 1932 and 1933.

The committee reported that the various highway projects recommended by the governor all appeared to be desirable and that contracts could be let on each within five months, with the exception of two sections of the Worcester turnpike where difficulties have arisen. It concluded that "it is wiser not to specify particular projects where emergency unemployment legislation is concerned and where there is danger of some of these projects being held up, but to determine on a lump sum to be spent by the Department of Public Works within the limitations indicated"—the facilities of the department and the resources of the Commonwealth.

"A general borrowing policy on highways," the committee set forth, "easily continued, if once begun, would lead to a considerable increase in the cost of construction. It would likewise create a mounting debt for which future generations might well curse us, in that they would still be paying for the construction of the past while being obliged at the same time to find revenue for the present."

The committee strongly approved the erection of a public works department building to be paid for, ultimately, from the highway fund.

It pointed out that no state at present has a lower gasoline tax than Massachusetts. It proposed a limitation to the one cent increase, however, to the period during which revenue is needed to pay off borrowed money.

It held that cities, towns and counties should be relieved of the assessments for state roads and, while pointing out that such relief would deplete the highway fund it concluded that the proposed increase in the gasoline tax should be more than adequate to meet this inroad.

WOULD RAISE STATE INCOME TAX 10 P. C.

Curley Suggests Such Action to Help Cities, Towns with Welfare Ex-..pense—Gov. Ely in Favor.

Boston, March 6—Governor Joseph B. Ely said today following a conference in his office at the State House with various leaders of the state government and Mayor James M. Curley of Boston, that he was very favorably impressed with a suggestion by the mayor that the state income tax be increased 10 percent to assist the cities and towns of the Commonwealth in carrying on the extensive public welfare programs necessitated by the industrial depression.

"It is the best plan I have heard to date," the governor said remarking that there was a very urgent need for providing additional funds for the purpose because of the tremendously increased demands on municipalities within the past year.

Mayor Curley, who was accompanied to the State House by Corporation Counsel Samuel Silverman, conferred with Mr. Ely, President Gaspar G. Bacon of the Senate, Speaker Saltonstall, Tax Commissioner Henry F. Long and Rupert S. Carven, the Boston city auditor, for an hour and a half. When he came out he told reporters that the city of Boston was going to spend $6,000,000 for public welfare work this year, an increase of approximately $2,000,000 over the amount expended for the purpose last year and that he thought the state ought to be willing to help the various municipalities meet such added burdens, at least in part.

Mayor Curley said he did not expect that the state would pay the full amount of the increase but thought it might fairly pay half. The 1930 figure of $4,000,000, he said, was twice as large as the sum that had to be spent the year before, so the full extent of the drain on the city finances could be easily seen by comparing the figures.

The suggested increase in the income tax, Governor Ely later declared, would be merely a measure of temporary relief and would continue in effect for a year. Both he and Mr. Curley expressed the viewpoint that a number of measures similar to the mayor's recommendation, now pending before committees, might be consolidated and a single bill reported. One such measure, House bill 299, was petitioned for by Frank A. Goodwin, chairman of the Boston finance commission, and would levy an additional income tax on savings banks and business corporations for the purpose of establishing in the state treasury an unemployment relief fund to be distributed to cities and towns as reimbursement for their own expenditures.

The application of the tax increase to the state as a whole, Governor Ely believed, would result in the raising of about $4,500,000. The plan will involve immediate conferences between Tax Commissioner Long, Corporation Counsel Silverman and the governor, the first of which probably will be held on the return of the chief executive from his home in Westfield the first of next week. Mr. Ely left for his home almost as soon as today's conference was at an end.

The present rate on salaries is one and one-half per cent. Three per cent is assessed on gains and six per cent on interest and dividends.

"If the governor is able to bring about some form of relief for the local municipalties in this way, he will be making a real contribution to the aid of the cities," Mayor Curley declared, adding that the disbursements during the first two months of the present year indicated the possibility of a 100 per cent jump.

Following his conference with the mayor, Governor Ely spent some time with Senator George G. Moyse of Waltham and Representative Arthur W. Jones of Nantucket, Senate and House chairmen, respectively, of the legislative committees on ways and means. They were accompanied into his office by Representative Albert F. Bigelow of Brookline, who is a member of the House committee.

No. Adams Transcript 3/7/31

INCOME TAX OF 10 PER CENT FAVORED

Mayor Curley Suggests it For Relief Fund

TO GOVERNOR ELY

Estimated $4,500,000 Would be Raised—Will Draft Bill Embodying Ideas of Conference.

Boston, March 7—A flat increase of 10 per cent in the present state income taxes, the proceeds to be turned over to the cities and towns to aid in relief from the tremendous expenditures of public welfare during the present depression, was the proposal made to Gov. Ely yesterday morning by Mayor James M. Curley of Boston. The suggestion came in the course of an hour and a half conference attended by Tax Cmmissioner Henry F. Long, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, Corporation Counsel Samuel Silverman and City Auditor Rupert S. Carven.

The increase would be for one year only and would be payable to the cities and towns on the basis of their last returns. It is estimated that about $4,500,000 would be raised, of which approximately $1,000,000 would go to Boston. Tax Commissioner Long and Mr. Silverman will get together and draft a bill embodying the ideas advanced at the conference.

The present income tax rate is 1½ per cent on salaries, 3 per cent on gains and 6 per cent on interest and dividends. The Governor, discussing the situation with newspapermen, declared it is a pressing need to find some relief for the cities and towns and that so far he had not heard of any better plan than the one offered at this morning's conference. Mayor Curley, discussing the meeting, said that it was held to devise ways and means of relieving cities and towns from the increased burden due to public welfare expenditures. He pointed out that these expenditures jumped 100 per cent last year over any previous year and that the estimate for the first two months of this year indicates another 100 per cent jump.

It is apparent, he felt, that some relief must be provided from some form of state income to be apportioned among the cities and towns. A number of plans were discussed at the meeting, he said.

After discussing the situation in Boston, Mayor Curley said that if with some form of relief the State would aid to the extent of one-half of the increase in public welfare expenditures, it would be making a real contribution to the cities and towns.

Lowell, Courier-Citizen 3/7/31

With a great engineer in the White House it should be possible to obtain national support for the employment program which H. S. Person, managing director of the Taylor Society, outlined before Mayor Curley's unemployment conference. Frederick W. Taylor, whom some believe to have been one of the greatest men of modern times, would presumably have approved in toto the scheme set forth in the name of Taylor society. It, in essence, is this: education of employers and employees in better methods of management; making industry basically responsible for the maintenance and security of its own labor forces; repeal of existing anti-trust legislation and enactment of comprehensive legislation to encourage integration of industries; acceptance of some form of national planning against depressions like the one through which we are passing. It was Taylor whom Lenin, an exile in Switzerland, read and studied just before the World war broke out. It is Taylorism which, however badly they are doing it, the present overlords of Russia are putting into operation in the largest undeveloped land area of the world, with results that are already challenging attention. An American plan of putting the Tayloresque principles into national practice is what Mr. Person set forth in his New England address. Whether the active engineering mind that now general-manages the United States will see sufficient congressional and other political support in front of him for carrying out the ideas of the Taylor society, with which he must be broadly sympathetic, is a very important question.

Worcester Gazette 3/7/31

PROPOSED INCREASE WOULD BE FOR ONE YEAR ONLY

By Gazette State House Reporter

BOSTON, March 7.—A flat increase of 10 per cent in the present state income taxes, the proceeds to be turned over to the cities and towns to aid in relief from the expenditures of public welfare during present depression, was the proposal made to Governor Ely yesterday by Mayor James M. Curley of Boston. The suggestion came in the course of an hour and a half conference attended by Tax Commissioner Henry F. Long, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, Corporation Counsel Samuel Silverman and City Auditor Rupert S. Carven.

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Lowell, Courier, Citizen 3/9/31

Casey batting for the Boston censorship made some hits which pleased his supporters. From press reports, too, one would gather that his appearance was that of a well meaning, reasonable man. The real case, so far as there is one, against the Bostonese form of censorship lies in the certainty that Mr. Casey will not live forever and that some very objectionable kind of person might be selected for this job, responsible solely to a political mayor. As an old theatrical man himself Mr. Casey undoubtedly knows the show business from A to Z, and he well may command the respect of many of the theatrical producers. The system under which he operates, however, is rather arbitrary. One can conceive of, say, a Republican mayor elected with strings on him from certain fundamentalist religious organizations who might appoint as Mr. Casey's successor a veritable snooping, long-nosed bigot, and the metropolitan community would have no say about such a censor's decisions, provided he were supported at City Hall.

WORCESTER TEL. 3/7/31
CONT'D

a real contribution to the aid of Boston and other cities and towns of the state.

Following the conference, the governor conferred with Senator George G. Moyse, Senate chairman, Representative Arthur W. Jones, House chairman, and Representative Albert F. Bigelow of Brookline, members of the joint ways and means committee of the Legislature.

The proposal excited wide interest among the business and industrial interests of the state and the Massachusetts Tax association hastily called a meeting for tomorrow to discuss the proposal and determine whether or not it would fight it.

It is estimated that the individual income tax this year will total about $23,000,000. Tax on business corporations is estimated at about $14,000,000, and about $2,000,000 will be received from the tax on utilities corporations, making a total revenue from these sources of something in excess of $39,000,000.

Indications tonight were that this proposed boost would precipitate a bitter fight. The hitch will come over the attempt at this time to impose additional tax upon the individual income taxpayer and corporations. While the wage earner pays a tax of one and one-half per cent, the corporations pay the tax of $5 per $1000 on a corporate excess-total market value of its stock, less taxes paid on real estate and other properties locally—and it pays also a tax of two and one-half per cent on its net profit.

Under the proposed plan all persons or corporations will get tax bills from the state computing their taxes in the usual way and then adding 10 per cent to the bills of this year only. Suggestions that the proposal might be unconstitutional were riddled by officials tonight, who pointed out that at least twice before special taxes increasing the payments on individual incomes and on corporations have been laid.

SPRINGFIELD REP. 3/7/31

State Relief for Cities

The increase of the state income tax by 10 per cent for one year only, proposed by Mayor Curley of Boston at the unemployment relief conference at Boston yesterday, appears to meet with the approval of Gov Ely. This would be a remedy of so temporary a nature that its continuance for a longer period would appear probable in case no other tax measures relieving municipalities should be enacted at this session of the Legislature.

The increasing difficulty encountered in municipal government is caused by the necessity of making much greater appropriations for welfare departments, or for departments constructing public works undertaken principally for the relief of unemployment, and by the fact that, with revenue from the state income tax dwindling, a disproportionate burden is falling on real estate, which is little if any above the bottom of the slump. A situation is developing, therefore, in which municipal governments face serious crippling. They must be given resources other than from real estate taxes or they will be forced to take measures of retrenchment that in many cases would mean real injury to carefully built-up departmental services.

An increase of the state income tax would give a certain measure of relief but it would by no means wholly meet the situation. It would be helpful if also a material reduction of the tax levied by the state on municipalities could also be brought about. It has been one of the arguments in favor of Gov Ely's bond issues for public works that temporarily the state tax would be reduced, but it is altogether possible that the rapid retirement of these bonds would force an increase of the state tax before the municipalities were in condition to stand it unless further means of relief were provided.

The joint ways and means committee of the Legislature has now reported on Gov Ely's propo al of a $10,000,000 bond issue for highway construction. Gov Ely gains his main point, although short-term notes of four years' maturity are substituted for 10-year bonds. Since these would be retired by the proceeds of a one-cent increase in the gasoline tax, they would cause no increased burden of the municipalities. There is now so much weight behind the demand for a larger gasoline tax that the prospect of successful legislation appears to be improved, in spite of the strong opposition by motor vehicle interests.

It is impossible to forecast with confidence what course will be taken by tax legislation for the relief of municipalities, not merely during periods of depression but in order permanently to support the elevated standards of government and service that have been established. There is general antipathy for increased taxes on income but there is a special and violent antipathy for every commodity or sales tax, offering a serious obstacle to all legislation of that sort. With the weight of Gov Ely and Republican leaders of the Legislature behind it, the success of the measure to increase the income tax as an emergency measure might seem to be assured. But it might also be the entering wedge for permanent increases in the state income tax.

WORCESTER GAZETTE 3/7/31

CURLEY INVITES CITY OFFICIALS TO MEET IN HUB

Suggests 10 Per Cent Rise in Tax on Incomes to Provide for Public Welfare Expenditures

INCREASE PROPOSED FOR ONE YEAR ONLY

BOSTON, March 7 (AP)—All mayors and chairmen of selectmen in Massachusetts were invited by Mayor James M. Curley today to meet in Boston Tuesday to discuss his proposal to increase the income tax 10 per cent. Mayor Curley's proposal, submitted to Gov. Joseph B. Ely, was designed to produce funds to aid cities and towns in their public welfare work during the business depression.

Mayor Curley pointed out that Massachusetts had avoided bread lines and soup kitchens through its administration of welfare funds. He said his proposal to aid the various communities with their relief work burden by an increased income tax levy had the sanction of precedent. Such an income tax increase, he said, had been employed to meet the soldiers' bonus after the war and later in making up a refund to national banks made necessary by a tax decision of the Supreme court. The meeting will be in the City Council chamber at 2 p. m.

HOLYOKE TRANSCRIPT 3/7/31

Boston's Axe to Grind

It doesn't require an abnormal power of insight to grasp the intent of Mayor Curley of Boston in his proposal to boost the state income tax 10 percent to get money that can be redistributed to the cities and towns of the Commonwealth for public welfare work.

During the past 12 months, communities of this state and all others have been spending record amounts of money for compulsory relief work. The swollen ranks of unemployment have forced the local public welfare boards to more extensive programs than ever.

The final analysis will be found on the tax bill. The political onus will be born by the mayors and selectment of the communities.

One statement of fact buried deep in Mayor Curley's story, that to some may seem insignificant, holds the key to the connection of the burden of the welfare work to Mayor Curley. Some $4,500,000 extra will be extracted from the income tax payers of Massachusetts by this 10 per cent additional levy. Boston's share will be in round numbers, $1,000,000.

Now wouldn't a million dollar contribution to Boston's strong box help out the cash balance tremendously next fall, when Mayor Curley is figuring the tax levy? And the astute political boss of the Hub certainly would be loathe to disclaim credit for making such a good financial showing in a period of depression, when the public works and relief departments were working westwise.

Yes, look for the personal benefit in a Curley scheme, and you'll find the cause of it. He operates that way.

PITTSFIELD EAGLE 3/7/31

CURLEY IS FOR AN INCREASE IN INCOME TAX

From Yesterday's Latest Edition

BOSTON, March 6 (AP)—A 10 per cent increase in the state income tax was proposed by Mayor James M. Curley today to relieve towns and cities of some of their burden in aiding the poor.

The suggestion was made to Governor Joseph B. Ely at a conference in which leaders of the legislature also participated. Governor Ely told newspapermen that some relief must be found for cities and towns burdened with public welfare expenditures and that he had not heard any better plan at today's conference than that to increase the income tax.

The proposed increase would be for one year only and would be payable to the cities and towns on the basis of their latest returns. It was estimated that such an increase would yield $4,500,000 of which the city of Boston would receive about one million.

SPRINGFIELD REP 3/7/31

HIGHER INCOME TAX SOUGHT FOR WELFARE RELIEF

Bill Being Drawn For 10 Per Cent Increase to Aid Cities and Towns in Meeting Heavy Expenditures

From Our Special Reporter

Boston, March 6—State Tax Commissioner Henry F. Long and Corporation Counsel Samuel Silverman of Boston are at work drawing up a bill to provide for a flat increase of 10 per cent in income taxes, the $4,500,000 it is estimated this would raise, to be returned to cities according to their last income tax returns, to enable them to have relief from the tremendous expenditures for public welfare work during the present depression.

Increase for One Year Only

The suggestion that such a boost in income taxes be made came from Mayor James M. Curley. The increase would be for one year only and it is estimated Boston would benefit to the extent of $1,000,000. The present tax is 1½ per cent on salaries, 3 per cent on profits and 6 per cent on interest and dividends. The proposed boost would not mean a tax of 11½ per cent on salaries, but would mean that if a man were paying $20 income tax on his salary under present conditions, he would be paying $22 next year.

Suggestion by Curley

Mayor Curley asked for the appointment yesterday and obtained it and Gov Ely asked President Gaspar G. Bacon of the Senate and Speaker Leverett Saltonstall of the House attend the conference. Others present were Silverman and City Auditor Rupert S. Carven of Boston.

The governor said it is absolutely necessary to find some relief for cities and towns because of public welfare costs and he has not heard any better plan than that advanced by Mayor Curley.

Mayor Curley made known at the conference that Boston's welfare work increased 100 per cent last year over the previous year, for total expenditures of $4,000,000, and outlay the first two months of this year indicates the total for 1931 will be close to $6,000,000.

WORCESTER TEL. 3/7/31

STATE INCOME TAX RISE ASKED

10 Per Cent Increase to Go to Municipal Public Welfare

CURLEY PROPOSAL

Bill Will Be Drafted—Ely Thinks Plans Is Best Offered

By Telegram State House Reporter

BOSTON, March 6.—A 10 per cent increase in the present state income taxes, the proceeds to be turned over to cities and towns to aid in the relief from the tremendous expenditures of public welfare during the present economic depression, was suggested to Gov. Joseph B. Ely today by Mayor James M. Curley of Boston.

Gov. Ely later declared that it is urgent to find some relief for the cities and towns and that he had not heard any better plan than the one offered at today's conference.

The increase would be for one year only and would be payable to cities and towns on the basis of their last returns. It is estimated that such an increase would raise about $4,500,000 of which the city of Boston would receive $1,000,000.

The suggestion was discussed at a conference attended by the governor and mayor, President Gaspar G. Bacon of the Senate, Speaker Leverett Saltonstall of the House, Corporation Counsel Samuel Silverman, Auditor Rupert S. Craven of Boston and State Tax Commissioner Henry F. Long.

To Draft Bill

Immediately afterward it was announced that Tax Commissioner Long and Mr. Silverman would draft a bill embodying these ideas.

The present tax is one and one-half per cent on salaries, three per cent on gains and six per cent on interest and dividends.

The only problem remaining tonight was the method of getting such a suggestion before the Massachusetts Legislature. One plan will be to draft a bill that will come within the scope of pending petitions and let the legislative committee considering them report this measure. The other plan would be to offer a new petition but this would require a four-fifths vote for admission, which is not looked upon as easy to accomplish.

Mayor Curley said after the conference that in Boston, last year, the public welfare expenditures increased 100 per cent and for the first two months this year the increase indicates another 100 per cent jump. The mayor pointed out that Boston spent about $4,000,000 last year and the ratio for the first two months of this year indicates that the 1931 expenditures will be about $6,000,000. If, through some form of relief, the state aided to the extent of one-half of this increase, it would be making

BOSTON REVIEW 3/7/31

Commissioner Conry Is Hampered In His Efforts To Perfect Traffic Regulation

Rejection of Proposition To Give Boston One-Man Commission Is Attributed To Negative Influence of Public Works Commissioner—City Council May Decide To Investigate Relationship of Two Competing Chains—This Is "Macaroni Week" With Both of Them—Mayor Nichols' Campaign For Second Term Is Now Under Way

By Peter Fitz Curley

Traffic Commissioner Conry, who has done splendid work since he became chairman of the commission and who has been hampered to a marked degree by the opposition of some of the associate commissioners, went to the State House for the purpose of advocating legislation providing for a single commissioner. The measure was sponsored by Mayor Curley, who realizes how Chairman Conry's hands have been tied and how his efforts to improve traffic conditions have been constantly opposed.

The only member of the full board, in addition to Chairman Conry, to appear before the legislative committee was Commissioner O'Rourke of the Public Works Department. He favored the change, but he expressed his views in such a way that the committee, according to one of its members, did not feel that his opinion was entitled to great weight, for his main reason for favoring a one-man commission was that he was too busy in the duties assigned to him as public works commissioner to give his time to the traffic commission.

This, according to members of the legislative committee, did not help Mayor Curley's measure in the slightest degree, and although Commissioner Conry made his usual effective plea for sole responsibility, the committee declined to report affirmatively.

Very naturally, because of the legislative decision, Commissioner Conry will be hampered in his plans to perfect traffic conditions in Boston, but he will hardly abandon his purpose to do so, although it is known that some of his associates are in opposition to him on almost every important measure.

GAZETTE-CHELSEA 2/26/31

STATE HOUSE NOTES

Urges Mayor Curley's Bill

From Our Special Reporter

Boston, March 2—Boston municipal counsel today urged municipal finance committee to report favorably Mayor Curley's petition to borrow $1,000,000 to widen and reconstruct Dorchester avenue from Fort Point channel to Old Colony avenue. Intent is to relieve congestion and eliminate a bad curve.

SPRINGFIELD NEWS 2/2/31

Curley and Daughter Back In Hub; Mayor Replies to Goodwin Criticism

Boston, March 2—Mayor Curley and his daughter, Mary, deeply tanned by Florida sunshine, returned home last night, the mayor apparently ready to take the aggressive against recent critics of his administration.

One of his first acts was to deny charges by Chairman Frank A. Goodwin of the finance commission that he controls both the school committee and the school building department.

"Why, of course not," said the mayor. "The members of the school committee are elected by popular vote and surely they can not be said to be under my control. The record of the school building department will fail to show any interference by me."

"It is true," added the mayor, with a broad smile, "that when either or both have been dilatory I have attempted to accelerate them."

The mayor indicated no resentment over the Goodwin charge, however, and apparently charged it up to the heat of the warfare raging between the finance commission and the school commission.

Mayor Curley also defended the project for a new municipal golf course at Hyde park. This has been criticised in the city council, but the mayor declared the city was getting a good bargain and also providing work for many unemployed.

Expressing optimism over business conditions, the mayor said that financial leaders whom he met in the South were unanimous in the opinion that business generally is becoming better.

REPUBLICAN CHELSEA 3/3/31

TACKLING THE IMPOSSIBLE

Mayor Curley of Boston says that he is going to find a way so that new paving won't have to be ripped up just about as soon as it is laid. Some seven or eight hundred others cities will await on that discovery.—Portland Express.

QUINCY-PATRIOT LEDGER 3/3/31

Suspicious Fires

Mayor Curley of Boston is trying to get the law changed so that investigation of suspicious fires in Boston will be under the authority of the Boston fire department instead of under authority divided between that department and the State fire marshal. Possibly there would be some gain in greater speed and directness in running down the cause of fires of this sort. But on the other hand, authority centered in one city department suggests easier political control of the matter, if political control should ever become an object. If the change were made as urged, we wonder whether the Boston mayor could give any guarantee that the new system of investigation would be as sure to operate and as persistent in running down all the facts as the one now in force.

to prosperity. One of the principal reasons why there is no market for real estate is on account of the heavy taxes which make real estate an undesirable investment.

It is well known that our industries, with a few notable exceptions, are having a fierce struggle to make both ends meet, and it is clearly unwise to add anything more to their burdens.

The association believes that the most feasible method of granting the relief that seems necessary or inevitable is by a two-cent increase in the gasoline tax, of which at least one cent should be distributed directly to the municipalities, to be used by them for highway purposes, thus releasing other funds for the relief program. The association believes that an increase in this tax will fall as lightly as any tax that could be imposed.

In regard to an increase in income taxes, the association is reluctant, prior to the revision of our tax system which should be made next year, to see any radical change made in present rates. Any increase runs the risk of driving capital out of the state at a time when every citizen of Massachusetts should be desirous of attracting capital here.

The mayor of Boston suggests a 10 per cent increase in these rates. The association doubts if this is wise. One point is certain, that no increase should be made this year in the tax on corporate incomes.

Our governmental agencies, particularly the municipalities, have been spending far more than they could afford to spend. Yet we hear little or nothing from executives of many of our municipalities to indicate that they appreciate this, or have any desire to remedy it.

The officers of the Massachusetts Tax association are: President, Chandler Bullock of Worcester; vice president, Alexander Whiteside; treasurer, Francis C. Gray; executive secretary, Wendell W. Howie.

BROCKTON ENTERPRISE 3/7/31

Higher State Tax Urged for Relief

Mayor Curley Proposes 10 Per Cent. Increase to Gov. Ely, With Increased Revenue to Be Turned Over to Municipalities to Lighten Burden of Unemployment Assistance Now Looming.

Boston, March 6.—(UP) — The Massachusetts State income tax would be increased 10 per cent. and the additional proceeds would be used to relieve municipalities of the heavy burdens of public welfare expenditures, under a plan submitted to Gov. Ely to-day.

The proposal was made by Mayor James M. Curley of Boston at a conference which he, Gov. Ely and several other State and city officials attended to consider the relief question.

Mayor Curley's proposed increase would be effective for one year only and would be payable to cities and towns on the basis of their last returns.

It was estimated the suggested boost would create a $4,500,000 fund, of which Boston would receive about $1,000,000.

The current income tax rate is 1 1-2 per cent. on salaries, 3 per cent. on gains in income, and 6 per cent. on interest and dividends.

Gov. Ely, discussing the situation, said it was imperative that relief steps to taken and that he had heard of no better plan than that proposed by the Boston mayor. The conference lasted one hour and 30 minutes.

NEW BEDFORD STANDARD 3/7/31

More and More Taxes

Now an increase in the state income tax rates is proposed as a means of sweating more money out of Massachusetts taxpayers. Mayor Curley's recommendation, which Governor Ely hails as a masterpiece of public financiering, is a ten per cent increase. Whether this means that the tax on taxable interest and dividends, now six per cent, shall be sixteen per cent, or whether the increase would be to 6.6 per cent, is not clear, but one is ready to believe the worst.

The gasoline tax seems certain to go up fifty per cent—from two cents a gallon to three. The poll tax for men is to be three dollars, and women are to pay a poll tax of two dollars. Now the governor approves a ten per cent increase in income taxes. All this, mind you, for the benefit of Mr. Taxpayer. Business has been bad, income out of which taxes must be paid has been reduced to the lowest level in years; and the fiscal geniuses at the State House proposed to help the people by taxing more money out of them.

cont

"A general borrowing policy of highways," the committee set forth "easily continued, if once begun, would lead to a considerable increase in the cost of construction. It would likewise create a mounting debt for which future generations might well curse us, in that they would still be paying for the construction of the past while being obliged at the same time to find revenue for the present."

The committee strongly approved the erection of a public works department building to be paid for, ultimately, from the highway fund.

It pointed out that no state at present has a lower gasoline tax than Massachusetts. It proposed a limitation to the one cent increase, however, to the period during which revenue is needed to pay off borrowed money.

It held that cities, towns and counties should be relieved of the assessments for state roads and, while pointing out that such relief would deplete the highway fund it concluded that the proposed increase in the gasoline tax should be more than adequate to meet this inroad.

NEW BEDFORD STANDARD
3/7/31

IS REAL NUT FOR THE STATE TO CRACK

Barriers placed in the way of imposition of additional taxes to pay the most of public relief and enlarged programs of public work to help out in the unemployment situation may properly be taken as an indication that the tax burden cannot safely be placed in any one place. Real estate refuses to carry the load, the motor vehicle organizations and interests are aroused in opposition to any substantial increase in the gasoline tax, and now comes a storm of protest against the proposal of Mayor James M. Curley of Boston to increase the tax on incomes to 10 per cent. It seems that no one wants to assume the entire load and we are left without adequate revenues to meet the extra cost imposed upon the cities by the old-age pension law, the extension of the veterans' relief privileges and the necessity for paying the cost of disbursements for charity.

When a substantial increase in the gasoline tax was proposed to help the state in its great undertaking of public works sponsored by Gov Joseph B. Ely there was a vigorous protest that has now forced the assessment down to a proposal for less than one cent additional tax per gallon. In view of the large consumption of gasoline throughout the state it is believed that the levy will cover the cost of a very large program of construction, if made to extend over a period of four or five years. Recently the real estate boards and other organizations interested in land and buildings spoke out against any further increase in the tax burden on real estate. They declared that real estate is carrying too much load now and their contentions are supported by high officials of the state department of corporations and taxation.

In the proposal for increase in the income tax there comes a protest from the business interests. The point is made that the income from business cannot properly be cut down to that extent, if we are to bring about a return of prosperity. The business men say they are the ones whose success will mean the return of normal conditions and they point out that any crippling of their business now would have far-reaching effect in continuing the period of depression. In opposition to the proposed large increase in the income tax it is claimed that the present prices of products and the close margin of profits in most lines of business will not allow for such an increase in the income tax.

Indications now are that the additional burdens which have come as a result of the long period of unemployment will have to be shared by a variety of interests. The gasoline tax may properly bear a substantial part of the cost of new road construction. The proposed increased poll tax for men and possibly the assessment of a small poll tax on women may take care of the old-age pension requirements without much hardship. It may be found possible to raise the income tax sufficiently to give a part of the revenue for public relief disbursements, levying upon real estate the rest of what is required for that purpose.

Ultimately we may have to come to a process where small taxes are levied here and there by the state to place upon the well-to-do the burden of caring for those who are unfortunate. Long continuance of the period of unemployment will certainly have no other result than the extension of taxation to cover the costs that come to the public. If we are to buy our way back to prosperity through great programs of public work we will have to pay the cost sooner or later.

SPRINGFIELD NEWS
3/7/31

ASSOCIATION WANTS 2-CENT GAS TAX BOOST

Urges Program for State to Take Care of Relief for Unemployed

Boston, March 9—The Massachusetts Tax association has recommended that unemployment relief throughout the state be financed by a two-cent increase in the gasoline tax.

The association declared last night that the increase in income taxes proposed by Mayor James M. Curley of Boston ran the risk of driving capital out of the state, and that an increase in the taxes on corporate incomes unquestionably would drive out industries.

Gasoline now is selling at a low price, and whether the tax be two or four cents it represents a negligible percentage of the annual cost of maintaining an automobile, the association said. It urged that at least one cent of the increase be distributed directly to municipalities, to be used by them for highway purposes. The other cent would be used to meet the governor's highway program.

Gov Ely, commenting on the recommendation, thought that the two-cent increase was unnecessary. He thought it preferable to increase the time on the highways' bonds to 10 years and to turn half of the one-cent gasoline tax increase back to the communities.

"One-quarter of the cent increase also could be used to relieve cities and towns from certain assessments," Ely said. "Cities and towns in this way could be given the advantage this year of approximately $4,000,000, which would be within $500,000 of the amount to accrue by a 10 per cent increase on incomes and corporate incomes."

WORCESTER GAZETTE
3/9/31

MAYOR NOT TO ATTEND INCOME TAX MEETING

Worcester probably will not be represented at the meeting in Boston City hall tomorrow, sponsored by Mayor Curley, to which representatives of cities and towns were invited to discuss the possibility of raising the tax on incomes 10 per cent this year in order to aid the communities in their welfare work.

Mayor O'Hara said this morning that press of business in the city tomorrow would prevent him from attending, but that he would communicate with Mayor Curley by letter today, advising him of the city's attitude. Yesterday he gave tentative approval to the project, stating that "the state should do something to help cities and towns defray the expenses of the new schemes the Legislature is continually putting into effect."

NEW BEDFORD STANDARD
3/7/31

ELY, CURLEY PLAN TO BOOST STATE TAX $14,000,000

Governor Backs Boston Mayor's Proposal of 10 Per Cent Increase in Income Rate

THREE CENT LEVY ON GASOLINE

Legislative Joint Committee Recommends Increase Affecting Motorists for Four Years—Polls to Jump

[Special to The Standard]

Boston, March 7—Recommendation by Mayor Curley and indorsement by Governor Ely yesterday of a flat increase of 10 per cent in the state income tax will result in placing before the Legislature proposals to increase the taxes of the citizens of Massachusetts by more than $14,000,000.

This figure is in addition to the $42,000,000 imposed last year and does not include revenue from motor car licenses and registrations and from state departments.

A recommendation to increase the gasoline tax from two cents to three cents for a period of four years starting May 1 was reported to the House yesterday by the joint committee on ways and means.

Curley directed Corporation Counsel Samuel Silverman to confer with Tax Commissioner Henry F. Long to draft a bill for his proposed income tax increase, making it apply to returns filed last Monday.

Within a few days the legislative committee on taxation is expected to report a bill recommending a new poll tax of $2 on women and an increase in the men's poll tax from $2 to $3.

The committee on ways and means is prepared to recommend an increase in the state tax of $1,500,000, bringing it up to $8,500,000.

How Increase Would Come.

These four recommendations would result in producing a one-year increase from various sources estimated as follows:

Incomes	$4,500,000
Gasoline	5,350,000
Polls	3,000,000
State	1,500,000
Total	$14,350,000

The pressure on the Legislature for this huge increase in revenue has been applied as the cumulative result of Governor Ely's ambitious program of public works for the relief of the unemployment. Mayor Curley's demand for relief from public welfare expenditures, the old age assistance act and expansion in state activities.

Leaders Are Disturbed.

Legislative leaders yesterday were frankly disturbed at the prospect of meeting the demands which so suddenly have been placed before them. The immediate result is likely to be an effort to stem the tide of prospective spending.

Curley's suggestion for a 10 per cent increase in the tax on incomes would be for a single year and the proceeds would be returned to the cities and towns on the basis of their last income tax returns. It is estimated that the city of Boston would derive approximately $1,000,000 from this plan.

The governor was not prepared to give it his entire approval, but he admitted that he had not yet discovered a more reasonable suggestion. Representative Leo M. Birmingham of Brighton, his spokesman in the House, declared that he would lead vigorous opposition to any attempt to increase taxes on the incomes of small salaried wage earners.

The joint ways and means committee reported its gasoline increase tax bill to provide a total revenue of $11,500,000, $10,000,000 to be apportioned for highway construction and $1,500,000 for a new building for the state department of public works.

An Additional Tax.

The Curley proposal would be an additional tax to be collected next fall on the 1930 returns which were filed during January and February. The mayor dismissed any constitutional objections by advancing the precedent of 1918 when an additional tax was imposed on foreign and domestic corporations to pay the war bonus, and that of 1923 when the state placed an additional tax on individual incomes to make good national bank tax reimbursements.

Curley discussed his proposal at a conference at the State House attended by Governor Ely, President Bacon, Speaker Saltonstall, Commissioner Long, Corporation Counsel Silverman and City Auditor Rupert S. Carven.

During the conference it was learned that Curley indicated that unless some unusual method of relief was provided for meeting the public welfare expenditures demanded by the industrial depression, he might be compelled to increase the city's tax rate on real estate.

The report of the ways and means committee disclosed that Governor Ely was granted the appropriation he requested in his budget but not on his terms. Instead of giving him 10-year serial bonds, the committee recommended that the money be raised for the highway program on short term notes over a four-year period with a provision that the entire amount be paid by April 30, 1935. Thus the Republicans have protected their pay-as-you-go policy.

The bill is the first section of the state budget. In its report the committee estimated that between 35 and 50 per cent of the total expenditure would go to labor and thus relieve unemployment, with the remainder going to materials, overhead and profit.

Approves Highway Program.

The committee reported that the various highway projects recommended by the governor all appeared to be desirable and that contracts could be let on each within five months, with the exception of two sections of the Worcester turnpike where difficulties have arisen. It concluded that "it is wiser not to specify particular projects where emergency unemployment legislation is concerned and where there is danger of some of these projects being held up, but to determine on a lump sum to be spent by the Department of Public Works within the limitations indicated"—the facilities of the department and the resources of the Commonwealth.

Worcester Telegram 3/8/31

CURLEY WOULD AID INCOME TAX BOOST; ELY FAVORS MOVE

WOULD REPAY CITIES FOR AID GIVEN JOBLESS

10 Per Cent Raise Sought —Hub Mayor Issues Meeting Call

SEEKS RECRUITS

Session Tuesday Planned To Gain Help For Law Drive

By Telegram State House Reporter

BOSTON, March 7.—Taxation problems loomed large for the Massachusetts Legislature today as Mayor Curley of Boston made plans to arouse support for his proposal to increase 1930 income tax payments 10 per cent to reimburse cities and towns for the extraordinary expenditures for public welfare relief due to the economic depression.

Governor Ely, from his home in Westfield, issued a lengthy statement amplifying his brief comment of yesterday, reiterating, "this seems to me the best proposal yet made to meet this emergency."

Mayor Curley issued a call for a meeting of representatives of every city and town in the Boston City Hall, Tuesday afternoon to discuss his plan and gain aid to push it through the Legislature.

The Massachusetts Tax association had a session in Boston at which the plan was discussed in detail. The association said it had taken action but would not make known its stand until tomorrow night when it expected to issue a statement.

Ely Explains

The statement of Governor Ely follows:

"The proposed 10 per cent increase in income and corporation taxes applicable to 1930 returns is a measure to assist the financial conditions of the towns and cities of the state.

"It was to forestall such a situation that I had previously recommended that three quarters of one cent additional gasoline tax be devoted by way of relief from assessment and direct contribution to the cities and towns and an emergency fund of a million dollars be made available subject to the disposition of the governor.

"The measure reported by ways and means limiting the borrowing for highway construction to four years and relieving the cities and town from certain assessments and the counties from contributions, is perfectly sound from the point of view of state financing, but does not furnish as much relief to the cities and towns as the plan which I have advocated for 10-year bonds, which would have been carried with a quarter of a cent of the gasoline tax instead of three-fifths of a cent under the proposed legislation.

"I have found it impossible to make such distribution of the million dollar emergency fund as to bring the relief to the cities and towns which the unexpectedly large welfare expenditures require. Because of that situation, only $400,000 of the suggested $1,000,000 has been called for. Using the city of Boston as an example, the welfare expenditures are estimated at $2,000,000 over last year and it is necessary either to raise the tax limit $1 and thereby impose the additional burden largely on real estate, or find some other method of raising the money. The mayor has suggested a 10 per cent increase in the income tax rates for 1930 tax returns. This seems to me the best proposal yet made to meet this emergency.

Sees Boost Needed

"From this resume it is perfectly apparent that the increased expenditures of the city of Boston, which I am using for the purpose of illustration, must be paid by an increase in the city taxes, which would fall 75 per cent on real estate, or from incomes through the proposed legislation.

"The people of Massachusetts should remember that we have had no bread lines and very little in the way of charitable contribution and that practically the entire expense of an unfortunate situation has been borne by governmental agencies, as a result of which increased taxation as a temporary measure is practically inevitable and strictly in accordance with the pay-as-you-go policy."

Curley Seeks Data

Mayor Curley indicates that at Tuesday's meeting the various city and town representatives would be asked to give figures relating to the increase in welfare expenditures in their communities and pass their opinion on his plan for relief through this one-year increase of 10 per cent on income taxes. He will argue that the money must come from somewhere and that there is no further excuse for burdening real estate.

Wycliffe C. Marshall in a letter to Tax Commissioner Henry F. Long that the attorney general be petitioned to institute proceeds in the Massachusetts Supreme court to restrain the New England Telephone & Telegraph Co. from its present use of public highways, which Marshall wrote was not authorized by the laws of the state. Marshall contended that the concern is a New York corporation and is usurping permits for poles and conduits given three Massachusetts companies in which the New York corporation owns all the stock.

Marshall is counsel for the Boston Central Labor Union in the petition for lower rates and his letter today was part of his action in the rate case.

Mayor Curley's bill is being drafted by Tax Commissioner Long and will be presented to the governor Monday. It is now determined that it can be presented in the Legislature through report on pending petitions for similar legislation filed by Frank A. Goodwin.

Springfield Republican 3/8/31

MAYORS ARE INVITED TO MEET AT BOSTON

Selectmen Also Asked to Conference on Increase Income Tax

BOSTON, March 7—(AP) All mayors and chairmen of selectmen in Massachusetts were invited by Mayor James M. Curley today to meet in Boston Tuesday to discuss his proposal to increase the income tax 10 per cent. Mayor Curley's proposal, submitted to Gov. Joseph B. Ely, was designed to produce funds to aid cities and towns in their public welfare work during the business depression.

Mayor Curley pointed out that Massachusetts has avoided bread lines and soup kitchens through its administration of welfare funds. He said his proposal to aid the various communities with their relief work burden by an increased income tax levy had the sanction of precedent. Such an income tax increase, he said, had been employed to meet the soldiers' bonus after the war and later in making up a refund to national banks made necessary by a tax decision of the Supreme Court.

The meeting will be in the City Council chamber at 2 p. m.

SPRINGFIELD REPUBLICAN 3/8/31

Our Beacon Hill Observer— State Affairs and Politics

Gov Ely as a Compromise Possibility For the Presidency

From Our Special Correspondent

Boston, March 7—Whatever one may think of the Raskob-Robinson battle over the 18th amendment and the future policy of the Democratic party with respect thereto, it is natural for some Massachusetts Democrats to see in this difference of opinion increased chances that Gov Joseph B. Ely may be compromise candidate for President at the next Democratic national convention. Al Smith's mysterious air as to whether he is a candidate or not detracts from the chances of Gov Roosevelt of New York. If the two should happen to enter the convention as possible candidates, they would be apt to split the convention vote to such an extent that neither could win. Both are good friends of Gov Ely and if the party had to look around for someone as a compromise candidate, Gov Ely might draw the support of both these New York leaders. Ely could carry Massachusetts, New York, Rhode Island, Connecticut and New Jersey without much doubt, his friends think, and this would give him an impetus that would be hard to overcome.

Just now, the southern Democracy seems to be demanding a dry candidate. When the time comes, it may be that section will be ready to accept a Protestant wet, if his views are "acceptable." Gov Ely might meet this requirement because he has been a modificationist. He would modify the 18th amendment by adding to its provisions the words "except as the Congress may otherwise provide." This would enable Congress to stipulate alcoholic content, permit states to make their own decisions as to whether they desired to be wet or dry, and control methods of distributing liquors. Congress could, under such change, dictate the scope of state authority in this matter. This idea might be more acceptable to the dry South than Chairman Raskob's plan.

Tax Increase Dangers

Thus far, Gov Ely has given what is accepted generally as an excellent administration. There are so many pitfalls endangering a governor that it is with difficulty they all are avoided. The greatest political danger that faces Gov Ely is that his administration will be accused of permitting additional taxes to be imposed upon the people. The depression has brought about unusual conditions in public welfare work that have cost municipalities a great deal of money. Naturally, they may have to be helped. Mayor James M. Curley of Boston has come forward with a suggestion to boost the bills of income taxpayers by 10 per cent for one year. Gov Ely rather likes the idea, without committing himself to it, and it is going to be incorporated into a bill for legislative action.

The Curley plan can be reported to the Legislature under a bill now pending before the committee on taxation. That the measure will meet stiff opposition, particularly by the Massachusetts State Tax association, seems assured. Some condemn Gov Ely for permitting Mayor Curley to "play ball" with him. Others maintain it is good diplomacy on Gov Ely's part. The latter view seems better; while it would be easy to oppose the Boston mayor, it could not accomplish as much as diplomacy will bring about.

Gasoline and Extra Poll Taxes

In addition to this proposed tax increase, which would hit corporate interests most heavily because they pay the largest percentage of taxes, the public faces a boost in the gasoline tax of one cent a gallon until April 30, 1935, by which time it undoubtedly will come to be so accepted that someone will propose continuing this three-cent tax and the Legislature will adopt the idea. The public also faces a general increase in poll taxes for old-age pension costs, because it seems probable that the $1 increase for men and the $2 tax for women will be adopted. Monday will bring the second section of the budget, probably calling for an $8,500,000 issue of short-term notes, which will have to be financed. One guess is the joint ways and means committee will recommend an increase in the state tax of $2,-500,000, but whether this is done or not, the notes will have to be financed eventually by taxes.

Municipalities are not curtailing their expenditures as they should. City after city has adopted a budget this year calling for greater expenditures than last year, when the proper procedure would be to cut until it hurt, and then cut some more. Fall River is being forced to do this and the time is coming when other cities will face a like condition unless they start practicing real economy.

If one watches the monthly surveys of the state department of labor and industries, it must be realized that wages are gradually being forced down. These surveys seldom show any increases but almost monthly one sees decreases in average weekly wages of this or that branch of labor. This being true, how can the small home owner continue to bear an increasing burden with his income dropping? Yet the state stands idly by waiting for the private tax association to tell it what it should do in the way of revising its taxation laws. Intangibles obviously have got to bear a greater share of the cost of government. The longer action to this end is delayed, the more serious it becomes for the small property owner.

Gov Ely the past week was importuned by a California veterans' organization head to take part in a cross-country telephone conversation with Gov Rolfe of California on a day when Los Angeles was celebrating the "return of prosperity," due to the passage of the bonus certificate loan boost. The Californian was told by one of Gov Ely's personal workers that this was the most ridiculous proposal he had ever heard, for in Massachusetts there are hundreds of persons accepting public welfare doles and jobs, and in danger of starvation without such help. Prosperity has not returned to Massachusetts, the Californian was told, and he was told further that it did not seem possible it has returned to California so quickly after this bonus certificate legislation.

Changing the Old Age Assistance Bill

The substitution by the House this week of a bill for an adverse report, to reduce the minimum age-limit for beneficiaries under the old-age assistance law was not good business. The law as passed last year calls for a 70-year limit. It has not gone into effect, as yet, July 1 next being the date for its inception. It is poor policy to change a law before it has been given a trial. Yet the majority of House members would change this act before it is known how much it will cost the state and its municipalities and before a method has been devised to raise the three or four million dollars that will be needed the first year. Reducing the age by five years will increase the cost by approximately 40 per cent, it has been estimated. The cities and towns must raise two-thirds of this cost.

WOBURN TIMES 3/7/31

MAYOR CURLEY BOOMED FOR VICE-PRESIDENCY

Submerged in the noise of controversy over the prohibition issue at the meeting of the Democratic National Committee was a quiet boom on behalf of Mayor James M. Curley of Boston for the vice-presidency, it became known today. Election Commissioner Peter F. Tague of Boston and Frank Finneran, president of the Democratic Club of Massachusetts, who attended the session, were the salesmen of the Curley stock.

SPRINGFIELD REPUBLICAN 3/8/31

Beacon Hill---State and Local Topics

Taxes

Americans do not realize what heavy taxation means. Lord Astor hands over to the British government 60 per cent of his income each year. A man of his wealth, to be sure, has surtaxes to pay and the surtaxes rise in proportion to the amount of the income. Yet all Britishers are taxed to a degree that has never come within our American experience, even in wartime. As for the Germans, the world takes for granted their back-breaking burden of taxation. If either the German or the British burden were suddenly placed on Americans, there would probably be an insurrection.

This by way of reminding ourselves that, if hundreds of thousands of persons in this state remain out of work during the coming year, some taxes or other must be increased to take care of those unemployed; and that, if they are increased for that reason, we shall still have not nearly so much to holler about as the back-bending Englishman does. The richest person in Massachusetts, with a 10 per cent temporary increase in his income tax to pay, would still be in clover, on an income tax basis, compared with Lord Astor, who pays in all a 60 per cent tax. In this state the present income tax on salaries is 1½ per cent, on capital gains it is 3 per cent and on interest and dividends received it is 6 per cent.

The facts must be faced. If business does not revive as speedily as was hoped, the cities and towns must continue to carry a heavy load of emergency expenditure for what is called their public welfare programs, which in plainer language means relief for the victims of the depression. It was appreciation of this burden, and the present prospect that it must be carried for months to come, that caused the State House conference, Friday, between Mayor Curley, the governor and the leaders of the Legislature. The wisdom or feasibility of the proposed 10 per cent raise in income taxes, for one year, invites discussion.

The difference between 10-year bonds and four-year notes for state road building is that when you borrow money for four years you are not borrowing it for 10 years. It is not a difference worth making into a great issue; and probably the governor sees it in that light.

Gasoline Tax and Highways

Gov Ely's proposal that a large amount of extra building of state highways should be done as an unemployment relief measure, as modified by the joint ways and means committee, rests on the acquiescence of the Legislature in the increase of the gasoline tax by one cent over a period of four years. Should there be failure to enact such legislation, there would still remain the problem of financing the construction of the highways and the $1,500,000 state public works department building through loans. Without the gasoline tax there would be involved an increase in the general tax levied by the state that would not be appreciated by the municipalities. Perhaps the fact that the price of gasoline is low and, as is indicated by the news of the day, seems likely to go lower, may make less bitter the opposition to any increase in the tax that has already been expressed.

A powerful argument for this large expansion of the highway program is that the motor vehicle gets a definite return for the money spent in gasoline taxes. The motor vehicle has caused the need of the costly highways and it gets a special benefit from them.

It is the worst possible time to lower the age from 70 to 65 for those eligible under the new state law for old-age assistance, or pensions. The system has not yet been tested at all by experience and what it will cost with 70 years as the minimum age qualification is more or less guesswork. The Legislature must still determine how to raise the money for operating the system. The Senate should not follow the House in reducing at this time the age limit for old-age pensions. The proposal that the money for financing this project be found by levying a poll tax on women as well as an increase in the poll tax on men, is sound from the point of view of the political equality of the sexes. It is open to the objection that it is economically inequitable, as between rich and poor, in raising funds for such a project as old-age pensions. Such an extension of the poll tax, however difficult to collect it might be, would seem more justifiable if the Curley proposal for a 10 per cent increase in the state income tax were adopted. For the income tax increase would hit the poorest classes of citizens less than would the poll tax on women and the raise in the poll tax on men.

John M. Casey finally admitted at the State House hearing last week that he is the actual censor of all plays publicly produced in the city of Boston. This exchange of question and answer is worth placing on record:—

"Why are you called the one-man censor?" asked Mr Chase.

"Because I am the active censor," was the reply.

"Then you do censor plays?"

"I most certainly do."

Under the law the mayor is censor, but he delegates the job to Mr Casey, who began his career in the fine arts as the drummer in a theater orchestra.

WORCESTER GAZETTE 3/9/31

Sponsoring Private Show

Mrs. Baynard Thayer of Lancaster and Boston, is a member of the reception committee which will welcome a group of special guests invited to a private view of the spring flower show at Mechanics hall, Boston, next Monday evening between 6 and 11 o'clock. The show, under auspices of the Massachusetts Horticultural society, will be open to the public on Tuesday. Guests attending the private showing will include Governor Ely, Mayor Curley and presidents of Massachusetts coleges.

SALEM NEWS 3/9/31

MAYOR BATES INVITED TO DISCUSS CURLEY'S PROPOSED TAX PLAN

Mayor Bates stated this morning that he had received an invitation from Mayor Curley of Boston to attend a special conference of representatives of every city and town in the commonwealth to be held in Boston tomorrow for the purpose of discussing the proposed 10 per cent. increase in the state income tax for one year. Mayor Curley in his communication states that there is no way to justify the further burdening of real estate, in a serious economic depression, provided it can be prevented without undue hardship to the citizenship as a whole.

The Boston mayor realizes that he has a hard fight on his hands to pursuade the legislature that the state income tax should be increased 10 per cent. for a year to provide money to reimburse cities and towns for increasing expenditures in welfare relief, and he hopes to convince the city and town authorities as to the advisability of such a plan.

Mayor Bates of Salem early today stated that he intended to make a more through investigation of the plan and had not yet decided as to whether or not he would attend. It is interesting to note that the mayor is receiving at the present time much information from the cities of the commonwealth relative to expenditures in the public welfare departments. If he should attend tomorrow, the mayor will likely present some of this information, the purpose of which is to obtain some idea of expenditures of other cities for public welfare in comparison with that in Salem.

BOSTON REVIEW 3/15/31

Mayor Curley adopted some years ago a plan for meeting folk which, while it did not please those who wanted to meet him, eased his burden considerably and gave him the reputation of pursuing an open door policy. I do not know whether he is adhering to that policy today, but it is a good one under certain conditions. He would order a whole bunch of people, there on various errands and for various purposes, let into his private office at once. There they were, in the private office, but with little or no hope of privacy. He would summons one of them to his desk and talk to him in a tone of voice that permitted almost everybody in the room to hear what the mayor was saying.

If the visitor began to talk low and try to be confidential in his requests and suggestions, the mayor's voice would continue to be clear and intelligible, and there wasn't a chance for the visitor, when he went out, to say that he had enjoyed a private conversation. Of course, if the mayor really wanted to talk privately and confidentially with persons, that could be and was arranged, but the gatherings in the inner office ceased to be occasions for great joy on the part of those whose speciality was to talk in low tones and afterwards invent a discussion and possibly a promise that had not taken place and had not been given.

The mayor took a lot of pleasure out of those miniature mass meetings in his private office. He would be talking to one man in an easy conversational tone while a political and personal enemy of the man then being talked to was seated not far away, glaring at the other chap, waiting his turn and knowing that he was going to receive the same kind of treatment that his enemy was receiving. I haven't been in the mayor's office since Mayor Curley returned for his third term, and I do not know whether he is having those interesting "salons" nowadays.

Mayor Malcolm E. Nichols, who is planning to have his second deferred term when Mayor Curley retires, was entirely different in his treatment of visitors. He had a happy faculty of handling individuals or groups in such a way that he could see a whole army of constituents during a small space of time, learn just what they wanted and dispose of their wants in rapid-fire order, granting some requests and turning down others which were impossible, even for a mayor, to do. Occasionally he would devote something more than the allotted time to a visitor, providing, of course, that the caller was an oldtime friend whom the chief executive liked.

Mr. Nichols, or "Mal," as he is familiarly known to his associates, may not have formally or informally announced his intention of running for another term, but he is being boomed for the office to succed Mayor Curley by Democrats as well as Republicans all over the city.

As a matter of fact, ex-Mayor Nichols is one of a very few men in the Commonwealth today who could, as a Republican candidate for Governor, swing Boston for the Republican ticket.

When Thomas N. Hart was serving his second and final term as mayor—and that was thirty years ago—he went as far as to keep the door to his inner office open, and that door opened directly on the second floor corridor, but he was disturbed very little by callers, and at times—I was then in City Hall a great deal—he seemed to be really lonesome. His secretary was his son-in-law, the late Carl W. Ernst, and the latter's affection for the plain people, as represented by the humble workingman, in contrast with the idle rich of Beacon Hill, was earnest and very sincere. A great many of the plain people were escorted in to see Mayor Hart by the son-in-law, and sometimes the mayor was not overjoyed by the visits of those who had received special preference.

BOSTON REVIEW 3/15/31

GOVERNOR ROOSEVELT FOR THE PRESIDENCY

President Francis J. Finneran of the Young Men's Democratic Club of Massachusetts will during the coming week place his organization on record as the first organization of its kind in New England to indorse Governor Roosevelt's candidacy for the Democratic President nomination in 1932.

Following a conference with Governor Roosevelt at New York, after the session of the Democratic national committeemen at Washington, where Finneran went as an observer, he returned to Boston highly enthusiastic over Roosevelt's chances for the nomination, and declared that Roosevelt wants as a running mate Mayor James M. Curley of Boston, whom the New York Governor recognizes as one of the most magnetic campaigners in his party throughout the country.

President Finneran felt, as did many others present in Washington during the conference of the Democratic national committeemen, that Al Smith will not seek the party nomination for the Presidency. The belief in Washington, Finneran says, is that Smith wants Owen Young for the Presidential nomination, and that Chairman Raskob of the Democratic National Committee is another Young enthusiast.

HOLYOKE TRANSCRIPT 3/9/31

MAYOR DILLON IS IN ACCORD WITH CURLEY'S TAX PLAN

Believes Proposed 10 Per Cent Increase in Income Levy is Excellent Way in Which to Obtain Funds to Lift Burden of Relief Work From Cities and Towns.

Mayor William T. Dillon is in full accord with Mayor James M. Curley of Boston, who is sponsoring a bill that would increase income taxes in this state 10 per cent. this year to obtain funds that could be given to the citie s and towns of the Commonwealth for relief work.

Mayor Dillon may go to Boston tomorrow in response to an invitation of Mayor Curley. All the mayors and selectmen of the state have been asked to attend a meeting tomorrow afternoon in the City Council chamber of Boston to discuss this plan.

In commenting on the Curley measure today, Mayor Dillon said that the local communities are bearing by far the lion's share of the burden of the extra expenditures made necessary for the relief of the unemployment situation. Real estate is the only source of revenue that the local communities have, and he feels that the extra levies that are planned this year on real estate everywhere will do harm.

This is only an emergency levy, Mayor Dillon points out, and will provide for the extra funds now without hampering the desired development of real estate.

Holyoke will received approximately $42,500 from this extra assessment, which means about 40 cents a thousand on the tax rate. If this money is not obtained from the income tax it will have to be taken from real estate, Mayor Dillon warns.

By the Curley plan, the money taken in from the 10 per cent. income tax increase—about $4,500,000—will be redistributed to the cities and towns of the state for the extra requirements in the relief departments. Boston's share is estimated at $1,000,000.

It is expected that most of the municipal leaders of the Commonwealth will be in favor of this measure, as a means of keeping down the local tax rate. Sizable increases everywhere are imminent. Any extra receipt such as this will help the local real estate tax problem it is assured by the proponents of the measure.

TAUNTON GAZETTE 3/9/31

INCREASE IN TAX TO AID THE UNEMPLOYED

(By United Press)

BOSTON, Mar. 9—The Massachusetts Tax Association has recommended that unemployment relief throughout the state be financed by a two-cent increase in the gasoline tax.

The Association declared last night that the increase in income taxes proposed by Mayor James M. Curley of Boston ran the risk of driving capital out of the state, and that an increase in the taxes on corporate incomes unquestionably would drive out industries.

Gasoline now is selling at a low price, and whether the tax be two or four cents it represents a negligible percentage of the annual cost of maintaining an automobile, the Association said. It urged that at least one cent of the increase be distributed directly to municipalities, to be used by them for highway purposes. The other cent would be used to meet the governor's highway program.

Governor Ely, commenting on the recommendation, thought that the two-cent increase was unnecessary. He thought it preferable to increase the time on the highways' bonds to 10 years and to turn half of the one-cent gasoline tax increase back to the communities.

GREENFIELD RECORDER 3/9/31

Swapping Welfare Expense

Mayor Curleys plan to increase the state income tax ten per cent to relieve municipalities of some of their burden in aiding the poor transfers the cost from one pocketbook to another. Whether real estate or income should bear the burden is the question.

Under the plan discussed at the state house Friday, the increase would be effective for but one year and would be payable to the cities and towns on the basis of their latest returns. It is estimated such an increase would yield $4,500,000 of which the city of Boston would receive about $1,000,000.

The present tax rate is 1½ per cent on salaries, three per cent on gains and six per cent on interest and dividends.

Under existing statutes each municipality carries its own poor while aid given to those who have not acquired a domicile within the town is refunded by the town or city in which they do have a residence.

It is true, as Mayor Curley says, the cost of public welfare work has increased tremendously. For instance a four year comparison of charities work in Montague shows a gradual increase of over $6,000. In Greenfield the total expenses of the welfare department were $2,000 more in 1930 than they were in 1929. Only a few days ago the local department said the expenses of last month were $1,000 more than the total expenditure in the same month in 1930.

HOLYOKE, TRANSCRIPT 3/9/31

Beacon Hill Awaits Fight On Two Important Issues

SPECIAL DISPATCH.

BOSTON, March 9—Two conferences at the State House between Mayor Curley of Boston and Governor Ely—the first of which passed almost unnoticed—promise to bring one of the great legislative battles of years to Beacon Hill.

The Curley visit resulted in the proposal of the Mayor that the state income tax be raised by 10 per cent, the additional tax to be imposed on the 1930 returns, which were filed during January and February. Some question of constitutionality as to such taxation on an old return has been raised but was instantly dismissed by Mayor Curley, who pointed out that in 1918 an additional tax was imposed on foreign and domestic corporations to pay the war bonus.

Curley wishes the revenue raised by the additional state income tax to be returned to cities and towns to pay the enormous bills that are incurring to meet the demands of poor relief in these depressed economic times.

Opposition to the Curley plan will, of course, be tremendous and is natural for no one, or no one class, wants his taxes raised. This additional tax would come out of the rich and the prosperous, those fortunate enough to have sufficient money to be subject to state taxation.

Proponents of the Curley income tax raise plan—which although not absolutely endorsed by Governor Ely, is called by Ely as good a plan as any advanced to him—will argue that the needed revenue is coming from the very source that should be made to pay.

They point out that in order to meet excessive demands for expenditures because of hard times, demands of the recently passed old age pension law, etc., provisions are already being advanced for taxing the poor and those, who although they have some of the luxuries of life, can by no stretch of imagination be classed as wealthy. Proposals have been made ,or will very soon be made at the State House, to increase the gasoline tax by one cent, to increase the poll taxes for men by one dollar, making it $3 instead of $2, and making the new poll tax for women $2, instead of nothing, as at present, and to increase the state tax.

An increase of the state tax, it is pointed out, affects real estate and the small property owners: increase in the gasoline tax affects every car driver, the owner of the flivver as well as the owner of the Rol ls, the owner of the cheap commercial vehicle as well as the owner of the most costly van; increase of the poll tax for men and the creation of a poll tax for women affects everyone. Now the bulk of "everyone" is not rich.

Hence it will be pointed out when hearings reopen on these taxation questions, all the proposed taxes, excepting the increase state income tax, would take money out of the home owner, who is poor or of moderate means. It will further be contended that these great additional tax burdens cannot, and should not, be borne alone by those of the lower strata of society—financially speaking—and that something should be done to tap the resources of those higher in the financial scale.

Proponents of the increased state income tax will make much of a statement contained in the report of the committee of taxation issued April 28, 1930, in which it was stated: "Every dollar of tax laid on machinery and real estate is a direct burden in competition but the taxes raised from intangibles are not a burden on industry. Just as water diverted from a stream above the mill wheel diminishes the water power, while the water diverted below does not affect the power, so taxes levied where they are a direct element in the cost of industry diminish the competitive power of industry, while taxes levied on the realizer profits of industry are not a direct burden on its productive power."

The question is being asked on all sides, "Where is taxation leading us; will there never be an end of taxation?" The answer is that the present times are presenting extraordinary financial problems, which were augmented by the last Legislature, which passed an old age pension law without finding a source from which the revenue to meet the requirements of the law.

Those who contract bills must be prepared to meet them; those who do not have an earning capacity must receive assistance from those who have—or go hungry. This applies to people in government groups as to individuals. The problem of raising money to meet demands is before the state. It must and of course will be met, but the meeting of it will be only after a tremendous legislative struggle.

POST, WORCESTER 3/7/31

Calls Conference On Tax Increase

Curley Plans Meetings of Mayors and Selectmen

BOSTON, March 7 (AP)—All mayors and chairmen of selectmen in Massachusetts were invited by Mayor James M. Curley today to meet in Boston Tuesday to discuss his proposal to increase the income tax 10 percent. Mayor Curley's proposal, submitted to Gov. Joseph B. Ely, was designed to produce funds to aid cities and towns in their public welfare work during the business depression.

Mayor Curley pointed out that Massachusetts had avoided bread lines and soup kitchens through its administration of welfare funds. He said his proposal to aid the various communities with their relief work burden by an increased income tax levy had the sanction of precedent. Such an income tax increase, he said, had been employed to meet the soldiers' bonus after the war, and later in making up a refund to national banks made necessary by a tax decision of the Supreme Court.

The meeting will be in the City Council Chamber at 2 p. m.

SPRINGFIELD REP 3/10/31

STATE HOUSE NOTES

Says Airlines Should Pay Charges

From Our Special Reporter

Boston, March 9—Boston was criticized by Senator Arthur W. Hollis of Newton today for permitting commercial airlines to use the city's airport at East Boston without imposing any charge. This came during a hearing before the municipal finance committee on Mayor James M. Curley's proposal that the city be allowed to borrow $1,250,000 outside the debt limit to improve the airport's facilities. One New York line pays rental and taxes but the line operating Boston and Springfield pays nothing as is has not made any money yet. The federal government pays $1 a year rental. This, Senator Hollis called, "outrageous."

SPRINGFIELD UNION 3/9/31

Taxes Alone a Certainty

The Ways and Means Committee of the General Court is making its recommendations in three sections, presumably in deference to a demand that proposed increases for highway and building construction may be hastened in aid of employment without waiting for the ordinary budget. The first section of the report authorizes new highway construction costing $10,000,000 and of a public works building costing $1,500,000. It is understood that a second section of the report will authorize $8,500,000 for general building construction with the necessary proposals for financing it. The third section will deal with the ordinary budget.

Presumably the financing of the increased general building will be of the same order as that for highway construction. That is, the recommendation may be against a 10-year bond issue as originally sought by the Governor. The total additional cost, whatever its net may be, may likewise be financed by notes to be paid within four years from public revenue.

It is estimated that a one cent increase in the gasoline tax will in four years pay the costs of the advanced highway plus the interest charges on the notes issued as required and payable when revenue is available; and it might possibly offset the lost of revenue to the highway fund through relieving cities and towns of their percentage of payments for construction or maintanence. That, however, is problematical. If the general building proposals are also financed by short term notes, provision must be made in some way for payment of principal and interest. But in any event apparently the program shaped is to call for authorized extraordinary expenditures of about $20,000,000.

Just how much aid to employment such a program if authorized will provide this year or in the next two or three years, is largely a matter of speculation. In any case it is certain that new taxes must be levied or old ones increased so that, whatever benefits the taxpaying public will receive must be of an indirect nature. Private business or property provides probably 90 per cent of the employment of Massachusetts people and directly or indirectly provides all the revenue of government. If private business and property pay increased taxes to finance an extraordinary program for public works in aid of employment, it is obvious that the only way in which benefits can be derived to offset the increased taxes is in any increase of business that may result from public money spent on roads and buildings and returned to the channels of trade. A question that would still be left open is whether the added tax burden would not set back employment in industry or private business more than they were promoted by public expenditures on roads and buildings.

In the financing of these extraordinary costs the intention undoubtedly is to keep the burden from real estate. But there is a good deal of dubious reasoning in proposed methods for avoiding an increase of the real estate burden. To the person owning real estate it may make little difference whether he pays additional taxes on such real estate or on gasoline, or by a poll tax or by an increase in income tax rates. In any case he pays more and the fact is no less obvious to him because it is not on his real estate. Most people are grounded in some manner in real estate whether they are owners or renters, and taxes are taxes however levied.

Mayor Curley has come along with a proposition that may illustrate this quite plainly. It is understood that he in collaboration with Tax Commissioner Long is working on a bill to make a flat 10 per cent increase on current income tax payments, estimated to produce $4,500,000 to be returned to the cities and towns to reimburse them, partially at least, for their expenditures for unemployment relief. As a large part of income tax revenue comes from business and as business is mainly attached to real estate it follows that to a very large extent it would be an added tax on real estate.

In any case the State would not return to the cities and towns any money except that collected in them and from their citizens. It may reasonably be asked why cities and towns would not be as well off, if they were not in theory, rather than in fact, reimbursed. There is a great deal of hocus pocus in such a proposal. The taxpayers would hand the State money out of one pocket and the State would hand it back to them, so that what they had already spent for welfare work would not be affected.

A better and clearer view of the prospects may be gained after all propositions for increased expenditures and increases in taxes are in and fairly shaped for acceptance by the Legislature but, however matters are shaped, the results are likely to be clouded in uncertainty with one notable exception and that is, that taxes will be higher and that business, which is striving desperately to perk up, will pay them, directly or indirectly, individually or collectively or both.

opposition. It is aware of the opposition made to the original imposition of a gasoline tax and also that various associations representing motor interests have energetic lobbies which create formidable opposition to any increase. At the same time the association believes an increase in this tax will fall as lightly as any tax that could be imposed.

"In regard to an increase in income taxes, the association is reluctant, prior to the revision of our tax system which should be made next year, to see any radical chance made in present rates. Moreover, any increase runs the risk of driving capital out of the state at a time when every citizen of Massachusetts should be desirous of attracting capital here."

NEW BEDFORD STANDARD 3/8/31

MANY ASSAIL CURLEY'S PLAN

Warner Proposes Counties Be Relieved of Highway Expense

Invited by Mayor James M. Curley to attend a conference in the Boston city council chamber Tuesday afternoon to discuss his proposal to increase the income tax 10 per cent, selectmen of surrounding towns here, commenting on the plan, expressed disapproval of it. The majority of the selectmen and business men of this city who were asked to comment feel that present conditions do not warrant any rise either in the income tax or in the gasoline tax.

Warner Tells of Plan.

County Commissioner Richard E. Warner brings forward a definite proposition he is going to present to the County Commissioners' association meeting in Boston next Friday. He is going to propose to have the counties relieved from paying 25 per cent of the cost of building state highways, the percentage now assessed against the county under the legislation which requires the towns or cities to pay 25 per cent, the counties 25 per cent and the state 50 per cent. Mr. Warner takes the view that since the state is now taking all of the money received from the gasoline tax and proposes to add another cent a gallon to the tax the counties should not continue to be required to pay part of the cost of building state highways.

The comment of business men here and of members of various Boards of Selectmen in nearby towns:

JAMES F. KENNEY, newly elected member of the Barnstable Board of Selectmen: "The automobile owners of this state are taxed to the limit now, and although I have made no complete study of the question, upon principle I am opposed to any rise in the tax rate at this time."

ERNEST A. JENNINGS, manager of C. F. Wing company: "I am opposed to the new tax proposals. Present conditions do not warrant any increased burden on the part of the taxpayer."

JAMES M. HUGHES, county commissioner: "Evidently it is going to be a case of being taxed to death or starved to death. Between starvation and being taxed to death I don't know which is preferable."

PETER J. RILEY, real estate dealer: "Under present conditions I am not in favor of increase in taxation of any kind. However, if it becomes absolutely necessary to raise this money, let the women pay a $2 poll tax for the privilege of voting. Give them equal rights, but let them pay, or not vote at all. The 1 cent gasoline tax appears as the next best solution to this money raising problem, but if this plan hurts you, don't ride."

ISAAC N. BABBITT, chairman Fairhaven Board of Selectmen: "Personally, I think that the income tax of Massachusetts is a great plenty at the present time. I think that our legislators should be trying to place the state tax on the same scale as the federal tax rather than making efforts to increase the tax. The gasoline tax is already more than 10 per cent, and that is enough."

ROBERT C. SALTMARSH, of H. S. Hutchinson's: "On general principles, I think that it is far from sound policy to increase taxes or anything else at such a time as this."

JOHN SULLIVAN, agent of Taber mill: "I don't think that the taxpayer has much hope of relief. Although it may be said that some measures are but temporary, once they are enacted, it will be hard to get a change. The more money the authorities have to spend, the more they will continue to spend."

JOHN A. SMITH, clerk of Westport Board of Selectmen: "There is too much taxation. I think that on the whole people in the towns are very much opposed to any increases. They feel that they are overburdened as it is."

WALTER B. HOLBROOK, chairman of Wareham Board of Selectmen: "I haven't given much consideration to the new taxation proposals. In any event, any new legislation to levy more taxes should be given very, very careful consideration."

CHARLES R. WORDELL of Dartmouth Board of Selectmen: "The authorities seem to be rather at sea on this question of taxation. They don't seem to know where to turn for additional revenue. As for the people, I think they feel that they are taxed enough as it is."

M. L. WHEELER, manager of the Public market: "Of course, a gasoline tax is one which could be easily collected and those who favor it claim it would not be felt. However, I think that there is too much taxation and that there is a feeling that it should not be increased."

OSCAR D. KELLEHER: "No one likes to have taxes increased. Of course, as long as the Legislature keeps expanding state activities, taxes will go up. It is about time that a halt was called on expensive projects."

LEO A. J. CARNEY, member of Common council: "I strongly disapprove of any increase in the gasoline tax. The automobile owner is always getting a sock in the jaw. As for the proposal to increase income taxes, I should have to study that a bit before expressing an opinion."

H. N. Sundin, former member of the City council: "If the authorities and legislators would find the money before passing new legislation, it would help a lot. Now they act first and then go out and try to get the money."

WORCESTER GAZETTE 3/9/31

CURLEY PLAN IS OPPOSED

Massachusetts Tax Association Hits Proposal for Increase in State Rate Upon Incomes

GASOLINE, POLL LEVY BOOSTS ARE FAVORED

Special Dispatch to The Gazette

BOSTON, March 9.—Mayor Curley's plan to increase state income taxes for 1930 by 10 per cent to provide funds for unemployment relief met with strong opposition from the Massachusetts Tax association, according to a statement issued yesterday. The association met privately Saturday afternoon.

A two-cent increase in the gasoline tax should provide funds for the relief program, the association believes, and the funds needed for old age pensions should be provided by an adequate increase in the poll tax and an adequate poll tax on women.

Announce Conclusions

The conclusions of the association with regard to the measures to be adopted in the present emergency are as follows:

1. There should be no reduction at present in the old age pension limit.
2. There should be no more increase than is absolutely necessary in the state tax.
3. There should be no increase this year in the tax on incomes, and particularly on corporate incomes.
4. The funds for the relief program should be raised largely by a two-cent increase in the gasoline tax, a substantial part of which should be distributed to, or used for, the municipalities for highway and traffic purposes.

State Tax Statement

Of the proposal to increase the state tax, the association says:

The association irrevocably believes that present burdens on real estate and industries should not be increased, even temporarily, more than is absolutely unavoidable. Real estate has been flat for five or six years. As real estate is an important part of the foundation of our economic structure, it will be seen that this condition is not healthy, and not likely to accelerate a return

Worcester Telegram 3/9/31

State Tax Ass'n Raps Increase

Fights Boost in Income Levies—Hits Governmental Economy—Favors Gas and Poll Tax Raise

By Telegram State House Reporter

BOSTON, March 8.—The Massachusetts Tax association tonight entered the discussion surrounding the taxation problems looming before this year's Legislature as a result of the proposal to increase the gasoline tax one cent and Mayor Curley's suggestion of a 10 per cent flat increase on income taxes this year to meet the extraordinary expenses for public welfare relief. There was strong intimation at the meeting that the most effective relief would be to curb governmental expenses.

The association in a lengthy statement in which it expressed its reluctance to participate in the discussion because it was formed to gather data for a revision of the taxation system, summarized its conclusions of the present problems as follows:

"There should be no reduction at present in the Old Age Pension age limit.

"There should be no more increase than is absolutely necessary in the state tax.

"There should be no increase this year in the tax on incomes, and particularly on corporate incomes.

"The funds for the relief program should be raised largely by a two-cent increase in the gasoline tax, a substantial part of which should be distributed to, or used for, the municipalities for highway and traffic purposes.

"The funds needed for Old Age Pensions should be provided by an adequate increase in the poll tax, and an adequate poll tax on women.

"In all the discussion so far the association has seen little or nothing in regard to governmental economy," said the statement. "It is a fact that in the last 10 years the cost of government in this commonwealth, including the state, counties and municipalities, has risen in an alarming degree. Our governmental agencies, particularly the municipalities, have been spending for more than they could afford to spend. Yet, we hear little or nothing from executives of many of our municipalities to indicate that they appreciate this, or have any desire to remedy it.

"If the Legislature gives some relief to the municipalities, on their side the municipalites must make a sincere and determined effort to reduce expenditures. This is a hard and unpopular process, but, if far greater disaster than anything we have yet suffered is to be avoided, the process must be undertaken. This cannot be emphasized too strongly.

"The association realizes that the governor, the Legislature and municipal authorities are in the midst of a perplexing and arduous situation. It has confidence in the intelligent and conscientious consideration which is being applied, and it is anxious to aid in any way it can."

Mayor Curley has called a meeting of representatives of every city and town in the state for Tuesday at City hall to gather momentum for his proposal.

Tomorrow, the bill drafted by Tax Commissioner Henry F. Long to carry out the mayor's suggestion, which Governor Ely declares is the best proposal he has yet seen to meet the situation, will be presented to the governor for study. If it meets approval it will be given to the legislative committee on taxation.

The taxation problem which has come up suddenly is expected to be the center of the biggest legislative battle of the year, particularly as there is a report that the ways and means committee is ready to recommend an increase in the state tax to care for Governor Ely's request for $8,500,000 for an institutional expansion program to relieve unemployment.

The Massachusetts Tax association in its statement tonight, said in part:

"Practical View"

"This is not the time to engage in economic discussion of the extent to which public works can relieve unemployment. Everyone charged with official responsibility has agreed that to some extent and in some way something must be done. The association views the situation from a practical, and not a theoretical point of view, and takes for granted, that whether or not it is wise, whether or not it is the best way to relieve industrial depression and restores prosperity, it is inevitable that a much more than normal program for state highways and public buildings will be undertaken, for which the money must be found.

"In addition, the association recognizes it is necessary for this year's Legislature to provide funds to meet the old age pensions, which start July 1. Without passing on the merits of pending legislation, the association is emphatically of the opinion that it would be folly at this time to decrease the age limit under the Pension Act and thus increase three-fold the vast sums which must be provided.

"The mayor of Boston has pointed out, and quite truly, that not only Boston but all municipalities are now spending much more than usual in relieving distress caused largely by unemployment. In the case of Boston, it seems probable it will have to pay about $2,000,000 more this year than normally for the relief which the Department of Public Welfare is giving. The association has made inquiries and believes it fair to say that the Department of Public Welfare has on the whole been handling its problems efficiently, and perhaps as economically as should be expected.

"The mayor specifically suggests that money should be raised in some way other than local taxation, to give substantial relief to the municipalities from their extraordinary burdens; and the two methods he suggests are an increase in the income tax rates, both personal and corporate, and a greater distribution of the present or increased gasoline tax to the municipalities.

"The association irrevocably believes that present burdens on real estate and industries should not be increased, even temporarily, more than is absolutely unavoidable. Real estate has been flat for five or six years. With a few exceptions due to some particular need, there is literally no market now for real estate.

"As real estate is an important part of the foundation of our economic structure, it will be seen that this condition is not healthy, and not likely to accelerate a return to prosperity. One of the principal reasons why there is no market for real estate is on account of the heavy taxes which make real estate an undesirable investment.

"Industries Struggle"

"It is well known that our industries, with a few notable exceptions due to special conditions, are having a fierce struggle to make both ends meet, and it is clearly unwise to add anything more to their burdens.

"There have been any number of suggestions in regard to raising revenue for the extraordinary expenses now facing the state government, such as the tax commissioner's bottlers' bill, a tax on cigars, cigarettes and tobacco, an increased gasoline tax, increases in the income taxes, and in the poll tax, as well as placing a poll tax on women.

"It has been suggested—and it seems to the association the suggestion has great merit—that a poll tax on women and an increased poll tax on men, might be imposed for the purpose of meeting the old age pensions. For the rest of the program, as things stand today, it look as if the money would have to be provided by an increase in the gasoline tax, or by an increase in income taxes, or by an increase in the state tax—which means an increase in local taxes—or by two or more of these methods.

"The association believes the most feasible method of granting the relief that seems necessary or inevitable is by a two-cent increase in the gasoline tax, of which at least one cent should be distributed directly to the municipalities, to be used by them for highway purposes, thus replacing other funds for the relief program.

"An increase of one cent has already been provided in the bill reported by the House Ways and Means committee, for a period of four years, to meet the governor's highway program. The second cent of the increase, for one year only, should go directly to the municipalities.

"The associaion is fully aware that this suggestion will meet tremendous

SPRINGFIELD UNION 3/10/31

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Bonds or Notes?

In commenting upon the proposal of the Ways and Means Committee of the General Court to finance an advance program of public works by short term notes, Governor Ely is quoted as stating that the plan does not furnish as much relief to the cities and towns as his plan for ten-year bonds that could be carried by a quarter of a one cent increase in the gasoline tax instead of three-fifths.

It is a little difficult to follow the Governor in such general estimates either in theory or in fact, for he does not appear to take into consideration any difference in rates for short term notes or long term bonds. Otherwise he could hardly claim such a fixed difference in the carrying charges. The difference between ten-year bonds for road building and four-year notes is not simply the difference between ten and four years, as has been suggested.

In advocating his plan for ten-year bonds the Governor has stressed the advantage to the State of the present lower costs of materials but apparently he has not taken into consideration at all the advantage to the State of the present lower costs of money, and especially the difference between the going rates for bonds and for short term notes. At present money is relatively cheaper than materials for road or for building construction.

Recently the city of Springfield sold $3,000,000 nine months notes at less than 2 per cent, 1.96 in fact, and, we believe, Boston sold some short term notes at about the same figure. This was at a time when the Governor's commission, appointed to pull Fall River out of its financial difficulties, had to pay 4½ per cent on bonds with the State's guarantee behind them. Because of special conditions this may not be a fair comparison, but it can be safely said that if, after legislative authorization, the State put $10,000,000 or $20,000,000 ten-year bonds on the market, they would have to be sold at a rate about twice as high as Springfield and Boston have recently obtained on their short term notes. As conditions of the money market are the State could probably float short term notes for one half the rate it would obtain on ten-year bond issues.

While it is true that the amortization of $20,000,000 in four years would cost more annually than the amortization of the same amount in ten years, the actual saving to the State and, therefore to the taxpayers on the same amount of road or building construction, would easily be from $3,000,000 to $6,000,000 depending on whether the bonds were to be of the serial payment class or payment at maturity by a sinking fund established out of revenue. When it comes to a question of relief for the towns and cities it is a question whether this difference in costs for the same work would not be worth more to them than other suggested expedients.

Inasmuch as the advanced program in road construction is assumed to anticipate needs for such construction for the next three or four years, it seems to follow that the carrying costs and payment of short term notes would largely be taken care of out of the gasoline tax without any increase at all, unless the revenue from that tax were to be devoted to other than highway needs.

In any event, it is a fair presumption that, if to an increased gasoline tax is added Mayor Curley's proposed 10 per cent increase in income tax payments for 1930, an increased poll tax for men, a $2 poll tax for women and possibly an increased state tax, the cities and towns, which after all are the people thereof, would be rather hard put to discover traces of their relief. Certainly the proposal to exempt cities and towns from the cost of maintaining state highways would be either inconsequential relief or none at all, as, we believe, would be the case of Springfield which builds and maintains its own highways.

All this is on the dubious assumption that there is some value in advancing highway and building construction in aid of unemployment, and that these increases of taxation are essential for that reason. But there is this general principle, that the more taxation in any form is increased in this State the more expensive it becomes to live in it and the more difficult it becomes to do business in it. With our two dozen varieties of taxation on the books at present, Massachusetts cannot compete in industrial growth with States in which taxes are considerably less in the aggregate on the same basis of business or other income. There is such a thing as a point of diminishing return in general welfare and both the Governor and the General Court might profitably study the possible perils of added taxes for relief that might shortly turn up as a little more depression or distress.

LOWELL COURIER-CITIZEN 3/12/31

We agree with the mayors who turned down Mayor Curley's plan for a 10 per cent boost in the income tax and preferred a moderate increase in the gasoline tax. Objection to the gasoline tax can be made, but there is less to be said against it than against the income tax. The gasoline tax will be the most widely distributed, will not influence business or industry adversely, and will be the least definitely felt by taxpayers. Gasoline users will be taxed chiefly for the enjoyment of pleasure trips and convenience riding which makes it nearer the idea of a luxury tax than anything not directly classed as a luxury.

HERALD-NEWS FALL RIVER 3/10/31

ECONOMIZING IN STATE GOVERNMENT.

The legislature is considering an assortment of proposals for increasing the amount of money paid into the public treasury through taxes of one kind and another. Mayor Curley of Boston wants 10 per cent. added to the income taxes for a few years, and an increase of the gasoline tax is advocated by Governor Ely and others.

These projects and others like them mean taking more money from people at a time when incomes are decreasing. They are being called upon to contribute to public revenue more and more while they must economize in their personal expenses to offset the decline in their resources to say nothing of paying taxes now established. The burden of taxation of one kind and another was a just source of complaint when times were good; to increase it when times are bad adds to the justice of the complaint.

If individuals are being forced to economize because of depleted incomes and earnings why shouldn't the state economize likewise?

In all the proposals for raising money believed desirable for the relief of general unemployment and for the support of the state activities, we have yet to hear a single one that involves a material curtailment of the outlay of departments, consolidation of the functions of any that can so be handled, a special effort to economy in department expenses or personnel or any other of the devices which business men have been forced to adopt to make ends meet.

While it is probable that the millions expected as the return from various tax-lifting schemes might not be equalled as the result of getting the state government costs down to hard pan, it is not unlikely that an impressive saving could be made by as thorough an effort to take in the slack during hard times as is forced upon business and upon individuals. At least, it would be shown to taxpayers that they are not to be left to make all the sacrifices necessary to support the various relief plans conceived by the solons on Beacon hill.

'Kiss of Death,' Says Fuller; Flays Curley's Suggestions In 'March Back From Elba'

Former Governor Flings Self Into Fray Predicting That Borrowing Money Will Be Poor Policy; Blast Timed to Hit Legislature With Most Puzzling Problems of Taxation Under Consideration

Boston, March 10 — Former-Gov. Alvan T Fuller leaped back into the political arena last night with a blistering attack on proposed tax increases indorsed by Gov Ely and Mayor Curley.

He declared that already the high Massachusetts tax rate had "given the kiss of death to many of its industries," and with the added taxes which pending legislation would make necessary "other Massachusetts industries will pass out of the picture just as sure as fate."

Back From Elba

Flinging down he gauntlet of his Democratic opponents, Mr Fuller "marched back from Elba" as he promised he would at Salem almost two months ago.

Raking the Democratic leadership fore an aft, the former governor blistered political oratory, street corner politicians, cure-alls and appeals to the emotions.

He predicted that the proposals to borrow untold sums would lead to taxation which the people would be forced to repay "in the price of the bread on their table, the carpet on their floor, and the shoes on their feet."

He asserted that the politicians were destroying the "richest heritage that any citizen of any country in the world has ever fallen heir to" in order to make up "those deficiencies in character and energy and industry which heretofore have been so essential in our American make-up."

His general attack hit out vigorously at the Legislature and the Congress, legislators and executives, but Democrats in particular. "The chickens," he said, "are coming home to roost in the form of additional taxes already."

Industries Passing Out

Preelection sympathy for the motorists' problem of compulsory insurance, he declared, has been demonstrated by a proposal to increase their expenses by "eight or ten million dollars a year" in an increased gasoline tax.

With ill concealed contempt he said that dipping into the public treasuries will be as useless in benefiting a return to prosperity as Mrs Partington's undertaking to sweep back the Atlantic ocean with her broom.

Gov Ely's outlined expenditures for highways, in his opinion, would give the state department of public works more money than it is equipped to spend with efficiency in a well-defined program.

The Fuller blast was timed to hit the Legislature at a moment when it is engrossed with the most perplexing taxation problem the lawmakers have faced in recent years.

The House will have before it for consideration tomorrow the ways and means committee's recommendation for increasing the gasoline tax from two cents a gallon to three cents.

While that measure is pending the committee will withhold its report on the public buildings projects which, it is expected, will include a recommendation for increasing the state tax by $1,500,000.

Worcester Gazette 3/10/31

The State's Financial Problem

The Legislature is confronted with the problem of providing revenue for new projects which call for a total of nearly $28,000,000. Of the four major items making up this amount, the old age pension fund, estimated at $3,000,000, will constitute a permanent charge against the state. The other three are emergency measures, resulting from the unemployment situation.

Two of these are embodied in Governor Ely's proposals to advance the normal program for public buildings and highway construction. The third is Mayor Curley's plan to have the state assume part of the extra burden of welfare relief which the business slump has imposed upon the cities and towns.

The ways and means committee has approved the governor's highway program, but has adopted the Shattuck plan for financing it. This calls for an increase of one cent in the gasoline tax, designed to take care of short term notes limited to four years, instead of the ten-year bond issue which Mr. Ely advocated.

In addition to the $10,000,000 of highway construction, the committee would erect the $1,500,000 office building for the public works department with revenue from the same source. This is not a serious departure from the policy of limiting the gasoline tax to highway construction, since that work is one of the department's important functions.

If the committee follows the Shattuck plan for all or part of the remaining $8,500,000 of the governor's building program, it will be proposed that this also be financed by short term notes to be met by a tax increase which Mr. Shattuck has estimated would not run to more than 25 or 30 cents on a thousand for the entire program.

Mayor Curley's proposal to have the state aid the cities and towns is really a move to shift the added burden of relief from the real estate owners to the income tax payers in each community. It is significant that the Massachusetts Tax Association, which objects to his scheme for a 10 per cent increase in income taxes, holds with him that any increase in real estate and corporation taxes is a thing to be avoided.

The association would meet the difficulty by adding still another one cent increase to the gasoline tax and, by calling this a contribution to the highway work of the cities and towns, enable the localities to use it, in effect, as an aid in their relief work.

The further proposal of the association to meet the cost of old age pensions by increasing the poll tax to $3 and adding a $2 poll tax for women is wholly unsound. This would impose a $5 tax upon a married man who might be out of work and struggling to keep from appealing for charity. In any case, it would place the bulk of the pension burden upon the most numerous class which includes the poor and those with very meager incomes. The Legislature should find a more ethical way than that to meet the pension costs.

All of these major items must be considered in their relation to each other. But in the attempt to avoid an increase in real estate taxes, we are faced with the immediate need of deciding between Mayor Curley's plan for adding to the income tax and the association's plan for boosting the gasoline tax and diverting this revenue to the cities.

Once this "gas" tax goes up, it is not likely to come down. If the motorist pays in this way for city relief work this year, he is likely to pay for some other city expenditure next year. There will always be town and city highway expenses which can be used to justify the diversion of this gasoline tax revenue from the fundamental purpose of state road construction to which it should be confined.

The wise course for the Legislature would be to insist that the "gas" tax be applied solely to legitimate state road construction. If that sound principle is accepted, a choice can be made between increasing the income tax and permitting an increase in the burden on real estate. As the amount Mayor Curley would raise is only $4,500,000, it would not add greatly to either field of taxation if it were divided between the two.

But, in any event, the plea of the Tax Association for the rigid curtailment of expenditure is one that ought to be heeded. On that point the association is unquestionably sound. And its advice, be it noted, applies to the cities and towns as well as to the state.

LEOMINSTER ENTERPRISE 3/11/31

Increase of Gasoline Tax

It is wise to abandon the suggestion of Mayor Curley for a 10 per cent increase in state income taxes this year, and in turning down his proposal the mayor and selectmen from the 65 towns and cities who so acted yesterday followed the course which will meet with general approval.

The further unanimous action of the selectmen and mayors that a one cent increase in the gasoline tax of the state be endorsed will probably be supported by most citizens, if conditions today seem to warrant, and there is considerable evidence that conditions so warrant the arising of additional funds.

Gasoline is high in this state, excessively high, and at times unreasonably high. And there is lack of uniformity in the price of gasoline. Inasmuch as no dealers or companies are in business wholly for their health, and each one must be making some profit, it is evident that the margin on gasoline is not negligible by any means.

When consumers in this state know that they are paying from 15 to 20 cents per gallon for standard grades of gasoline, compared with less than 15 cents in New York state, with corresponding reduction in prices across the country till the Pacific coast is reached, where, due to a gasoline war, the price is now five cents a gallon in places, naturally not all take kindly to any tax on gasoline, and certainly not to continue increase in the tax on gasoline.

However, the public is getting accustomed to the stringency of the times, and probably automobile users will not strenuously object to the proposed increase, if they can be assured that the increased revenue will be expended where the powers that be promise it will be expended. Certainly if there must be increase of taxes, it must fall first on the luxuries, and in many instances gasoline must be regarded as one of those daily commodities that is much of the time a luxury.

No. ADAMS TRANSCRIPT 3/10/31

BATTLE EXPECTED OVER CURLEY PLAN

For 10 Per Cent Income Tax Increase

IN THIS STATE

Much Arguing for and Against Proposed Gasoline Tax and Poll Tax Increases.

(Special to the Transcript)

Boston, March 10.—Two conferences at the State House between Mayor Curley of Boston and Governor Ely—the first of which passed almost unnoticed—promise to bring one of the great legislative battles of years to Beacon Hill.

The Curley visits resulted in the proposal of His Honor the Mayor that the state income tax be raised by 10 per cent, the additional tax to be imposed on the 1930 returns, which were filed during January and February.

Some question of constitutionality as to such taxation on an old return has been raised but was instantly dismissed by Mayor Curley, who pointed out that in 1918 an additional tax was imposed on foreign and domestic corporations to pay the war bonus.

Curley wishes the revenue raised by the additional state income tax to be returned to cities and towns to pay the enormous bill that they are incurring to meet the demands of poor relief in these depressed economic times. Opposition to the Curley plan will, of course, be tremendous and is natural for no one, or no one class, wants his taxes raised. This additional tax would come out of the rich and the prosperous, those fortunate enough to have sufficient money to be subject to state taxation.

Proponents of the Curley income tax raise plan—which although not absolutely endorsed by Governor Ely is called by Ely as good a plan as any advanced to him—will argue that the needed revenue is coming from the very source that should be made to pay.

They point out that in order to meet excessive demands for expenditures because of hard times, demands of the recently passed old age pension law, etc., provisions are already being advanced for taxing the poor and those, who although they have some of the luxuries of life, can by no stretch of the imagination be classed as wealthy. Proposals have been made, or will very soon be made at the State House, to increase the gasoline tax by one cent to increase the poll taxes for men by one dollar, making it $3 instead of $2, and making the new poll tax for women $2, instead of nothing, as at present, and to increase the state tax.

An increase of the state tax, it is pointed out, affects real estate and the small property owners: increase in the gasoline tax affects every car driver, the owner of the flivver as well as the owner of the Rolls, the owner of the cheap commercial vehicle as well as the owner of the most costly van: increase of the poll tax for men and the creation of a poll tax for women affects everyone. Now the bulk of "everyone" is not rich.

Hence it will be pointed out when hearings reopen on these taxation questions, all the proposed taxes, excepting the increase state income tax, would take money out of the home owner, who is poor or of moderate means.

It will further be contended that these great additional tax burdens cannot, and should not, be borne alone by those of the lower strata of society—financially speaking, and that something should be done to tap the resources of those higher in the financial scale.

Proponents of the increased state income tax will make much of a statement contained in the report of the committee of taxation issued April 28, 1930, in which it was stated, "Every dollar of tax laid on machinery and real estate is a direct burden in competition but the taxes raised from intangibles are not a burden in industry. Just as water diverted from a stream above the mill wheel diminishes the water power, while the water diverted below does not affect the power, so taxes levied where they are a direct element in the cost of industry diminish the competitive power of industry, while taxes levied on the realized profits of industry are not a direct burden on its productive power."

The question is being asked on all sides, "Where is taxation leading us: will there never be an end of taxation?" The answer is that the present times are presenting extraordinary financial problems, which were augmented by the last legislature, which passed an old age pension law without finding a source from which the revenue to meet the requirements of the law.

Those who contract bills must be prepared to meet them; those who do not have an earning capacity must receive assistance from those who have—or go hungry. This applies to people in government groups as to individuals. The problem of raising money to meet demands is before the state. It must, and, of course, will be met but the meeting of it will be only after a tremendous legislative struggle.

Worcester Telegram 3/10/31

MAYOR URGES MOVE TO RELIEVE CITIES

Calls on Curley to Press Legislature For Immediate Action—Tax Limit Jump Possible

An increase of $3 in the Worcester tax rate, above the present $28.40, is possible in view of probable expenditures necessary during the year, City Auditor Henry A. Allen said yesterday.

At the same time, Mayor O'Hara wrote Mayor Curley of Boston urging that the conference of city and town officials called for today to consider Mr. Curley's proposal for a 10 per cent increase in the state income tax, press the Legislature for immediate action to relieve the ever-increasing burdens on cities and towns, especially welfare costs and the impending old age assistance law.

Not only may it become necessary to increase the local tax rate, but larger expenditures and decreased revenue may necessitate a jump in the city's tax limit to allow a larger budget outlay than can be made under existing legislation, according to the auditor.

Mr. Allen said that a $3 increase in the tax rate would add about $1,000,000 to the revenue of the city. A $1 raise would mean an addition of about $350,000. Faced by a possible $100,000,000 outlay for city relief and a drop of more than $800,000 in the revenue anticipated from the state income and corporation taxes, officials are not viewing the situation with any degree of joy.

Trust in Legislature

Mayor O'Hara and the auditor both expressed hope yesterday that the Legislature will find some solution to the problem facing all cities and towns. They pointed out that the Legislature is constantly adding new laws to the statute books requiring increased outlays by municipalities but fail to give them the wherewithal to pay the bills. The mayor also stressed this point in his letter to Mayor Curley, to be read at today's Boston conference, which the mayor cannot attend because of other engagements.

The mayor's budget, now before the finance committee, is approximately $600,000 larger than that of 1930, but this is generally regarded as a normal annual increase in current expenses. Mayor O'Hara feels that the proposed expenditures have been pruned to the limit if the city is to continue its constructive policy. Many projects which doubtless would find favor with the executive in normal years have been eliminated, some of them to the disgruntlement of the department heads concerned.

That the finance committee also feels the budget as constituted has been kept to a minimum figure has been expressed by members of both parties on the committee, who have predicted that the document would be returned to the Council without a change. The committee will act finally on the matter Thursday night and the Council will get its report Monday.

There is little chance that the city's valuations will be increased over those of last year. This would mean that, should the income and corporation tax returns approximate those of last year and should the budget be no larger than last year, an increase in the tax rate might not be needed at all. However, this is not a fact. The budget is $600,000 larger than that of 1930 and the estimated returns from the state through income and corporation taxes are $800,000 less, a net difference of $1,400,000 which must be made up in some way.

May Add Big Sum

On top of that, it is quite possible that $750,000 may have to be added to the budget appropriations within the next few months. The welfare board received $400,000 in the budget for relief and estimates it will spend $1,000,000 for the purpose including $40,000 for the old age pension before the end of the year. In other words, $600,000 more may have to be put into this account. Mayor O'Hara will also have to find another $150,000 to add to the $1,500,000 public works loan under the clause of the act requiring 10 per cent to be appropriated from the tax levy for all money borrowed.

In addition to these, Auditor Allen pointed out that other expenditures now unforeseen may be necessary during the coming months. Adding the $750,000 for the street and welfare appropriation to the $1,400,000 net difference noted above in the 1930 and 1931 budget and income tax figures give a total of more than $2,000,000. Consequently, the prediction of a $3 raise in the tax rate, which would bring in an additional $1,000,000 to the treasury, appears an under-estimate rather than over-estimate, it was observed in City hall circles.

"The idea should not prevail that Worcester is any glaring example in this difficulty," Mr. Allen warned last night. "We are only facing the same problem which is bothering officials of every city in the state. Any city which has carried on, as we have for the past few years, an ambitious, constructive program is bound to be up against it when it strikes a lean year. Other cities will have greatly increased tax rates this year, and some of them will be well above that of Worcester."

Warns of Confusion

The auditor warned that the tax rate and the tax limit should not be confused. The former is, of course, the amount per $1000 valuation assessed on real estate and personal property. The tax limit is the technical figure set by the council to limit the size of a mayor's budget expenditures.

The present tax limit is $28 and the proposed budget calls for expenditure of $26.93 from this tax limit. The tax limit can be raised by the Council on recommendation of the mayor at any time, Mr. Allen said. This would allow an increase in the budget appropriations. In 1924, the Council raised the limit from $24 to $28, the auditor said. Before the Council can act, it must hold a public hearing on the proposal.

Cambridge Tribune 7/4/31

REPORT MAYORS CONFER ON REMOVAL OF LEHAN

Rumors of Alliance Follows Conference Between Russell and Curley

Reports of an alliance between Mayor Russell and Mayor Curley to bring about the removal of City Treasurer Henry F. Lehan spread through Boston city hall Wednesday afternoon as a result of a conference there between the two executives, according to a story in a Boston newspaper Wednesday morning.

In a statement to a Tribune reporter Mayor Russell said he dropped in to see the mayor and discussed with him topics of municipal finance and government in general, particularly the unemployment situation. He preferred to make no comment as to whether there had been a discussion of the Lehan issue, as he considered that such a statement should come from the mayor of Boston.

"Curley declined to discuss the conference in any of its phases but it was learned that the appointment for the meeting had been made several days ago," according to the Boston newspaper. "Although the problem of removing Lehan is exclusively Russell's, it is believed that Curley entertained favorably the suggestion that he lend his support to the movement to drive from office the intimate friend of his uncompromising political enemy.

"The Russell bill was heard by the legislative committee on cities February 12 but no report has been made although the members subsequently have assembled for several executive sessions. It has been repeatedly reported that adverse action will be voted as the result of the committee deliberations, but no information has been forthcoming in explanation of the long delay in reporting it.

"At the conclusion of the conference Russell said that they had discussed the proposed increase in the gasoline tax and its effects on municipalities. They also, he said, talked about municipal finance and the unemployment situation. Only a few words, he said, had been exchanged in relation to the Lehan affair."

N. BEDFORD STANDARD 3/10/31

SEES GASOLINE TAX AS NO AID

Mayor Says Boost in Motorists Levy Not Beneficial to New Bedford

Unable to Go to Boston Meeting, He Sends Message, Tells of Finances.

Mayor Ashley was unable to attend the conference on taxation called in Boston for today by Mayor Curley, but he sent a message to the conference setting forth the financial position of New Bedford. In it the mayor goes on record as saying that an increase in the gasoline tax will be of no benefit to New Bedford. He takes no stand on the proposed 10 per cent income tax increase.

Asked today concerning the possibility of salary cuts in April, the mayor replied: "I have nothing to say on that matter at this stage of the game. There have been no developments."

Debt Reduced.

The mayor's message to the Curley conference:

"New Bedford has reduced its valuations over $50,000,000 in the past four years—its public debt has been reduced $3,500,000.

"There should be a further reduction in present valuations.

"A gradual scaling down of departmental appropriations, without impairing the efficiency of the city departments, has been the policy in New Bedford for the past few years.

"The welfare and soldiers' aid expenditures will exceed those of the previous year by about $200,000.

"The old age assistance law, passed by the last Legislature, will entail expenditures that, as yet, can not be estimated.

"An increase in the gasoline tax will be of no assistance to New Bedford, as we have no state highways within our borders, except the New Bedford and Fairhaven bridge, taken last year by the state.

"Some new revenue must be provided to assist cities at this particular time."

WORCESTER GAZETTE 3/10/31

MAYOR IN FAVOR OF CURLEY'S PLAN

Unable to Attend Hub Conference, Writes Approval of Relief Move

Mayor O'Hara, unable, because of press of city business, to attend the conference in Boston today sponsored by Mayor Curley, relative to a 10 per cent increase in income taxes, applicable to the 1930 returns, in order to relieve communities of some of their financial burdens, sent a letter to the meeting in which he placed himself on record as favoring the proposition in principle.

He wrote:

"My dear Mr. Mayor:—

"It will be impossible for me to attend the conference mentioned in your letter of March 7, relative to an increase in the income tax to be apportioned to cities and towns as reimbursement for the sums expended for relief to the needy.

"While I cannot attend the conference I desire you to place me on record as favoring the proposition in principle. It is only too evident that there is urgent need of a remedial measures along lines proposed by you, or remedial measures of some kind.

"So many expenditures have been put upon us by the state that the time is right and opportune for the state to do something to relieve us of the burden under which we are now laboring. I would further say that this relief should come without delay, come so that we may benefit from it this year. The demand upon us for the relief of the needy has reached unbelievable proportions.

"I agree with the contention that no additional burden should be placed upon real estate which is already carrying burden enough.

"I favor action, and I favor action now, whereby cities and towns may receive from the state, aid to which they are justly entitled in the situation now confronting us.

SPRINGFIELD UNION 3/17/31

Boston's Budget Totals $38,957,838

Indicates Possible Jump of $1.75 Over 1930 Tax Rate of $30.80.

BOSTON, March 16—(AP) A city budget of $38,957,838 was submitted the Council today by Mayor James M. Curley. This represented a reduction of $5,243,545 from the estimates originally submitted by department officials, but is $2,094,580 in excess of the total appropriation recommendations for 1930.

Under these figures, the tax rate is increased $1.04 a thousand, but unofficial estimates placed the budget increase and other expenses as indicating a possible jump of $1.75 over the 1930 rate of $30.80. Before a definite rate can be decided the various departments must be heard from individually.

The personal service requirements are $27,068 in excess of last year's, the increase of $433,434 offsetting a decrease of $159,366 in temporary and overtime payrolls, as provision was made for increasing the compensation of city employes under the compulsory sliding scale system.

The recommendations of Public Works Commissioner Rourke were most heavily slashed by the Mayor, particularly an item of $2,000,000 for contract construction and repairing of streets and sidewalks.

FALL RIVER HERALD-NEWS 3/16/31

CURLEY BOOSTS BOSTON

BOSTON, March 16, (A.P.)—Mayor James M. Curley is attempting to persuade trans-Atlantic lines to start a weekly four day service between Boston and Europe which would make Boston "the first port on the Atlantic," he said Saturday night.

SPRINGFIELD NEWS 3/10/31

Ely, Backed By Fitzgerald On Tax Plan, Is Amused By Fuller's Bitter Attack

Governor Intimates He May Reply to Former Executive In Radio Talk Tonight; 'Honey Fitz' Calls Ely First Human Governor Since David I. Walsh

Boston, March 10—Former Mayor John F. Fitzgerald, prominent eastern Massachusetts Democrat, today defended Gov Joseph B. Ely and his tax increase program.

Fitzgerald's statement was in the nature of a reply to a statement by former Gov Alvan T. Fuller, who attacked the Democratic administration of Ely, saying that the "already high Massachusetts tax rate has given the kiss of death to many of its industries."

"I was a little amused at Mr Fuller's statement," said the governor.

The governor, with a smile, intimated that he perhaps would reply indirectly during his 15-minute broadcast tonight from the executive office over station WBZ at 7.45 o'clock.

The chief executive indicated that he would discuss the financial program as he outlined renewing his belief in a 10-year bond issue with one-half of the proposed gasoline tax increase going to cities and towns.

The governor spent practically the entire morning interviewing delegations on behalf of candidates for the superior court vacancy.

Terming Ely "the only governor since David I. Walsh who has had the human touch," Fitzgerald asked: "What has Fuller to offer for the relief of suffering unemployed men and women of our large cities?" He continued: "The smokeless chimneys were here in Fuller's eight years as lieutenant-governor and governor. I went to him twice and asked him to make a survey. Fuller did nothing. He has always favored dollars above human beings."

Boston, March 10 — For the first time in history the governor of Massachusetts tonight will make a direct radio appeal to the people in behalf of a specific piece of legislation pending before the General Court.

The precedent will be established by Gov Ely when he utilizes the recently-installed microphone on his State House desk to speak over station WBZ in support of his 10-year bond issue plan. He will go on the air at 7.45 p. m.

Gov Ely's $20,000,000 highway and institutional program, financed by the 10-year bond issue and calling for a one-cent increase in the gasoline tax, three-quarters of which would go to municipalities to aid them with their local tax problems, would make unnecessary the proposed 10 per cent boost in income taxes, he claims. Gov Ely feels that his original plan, as outlined in his inaugural address, opens the best way out of the present situation.

The Boston Herald, in a copyrighted story today, quoted former Gov Alvan T. Fuller as attacking the proposed tax increases indorsed by Gov Ely and Mayor Curley.

The Herald quoted Fuller as saying that already the high Massachusetts tax rate had "given the kiss of death to many of its industries, and with the added taxes which pending legislation will make necessary other Massachusetts industries will pass out of the picture just as sure as fate."

While it would be unfair to state the $10,000,000 appropriation and one cent increase in gasoline tax to meet such appropriation is in danger, still it is fair to say that the proposal of Mayor Curley of Boston that the income taxes be increased for one year to reimburse municipalities for unemployment relief expenditures, has greatly harmed the program reported out by the joint ways and means committee Friday.

Amendment To Be Sought

Curley's proposal is regarded as giving the governor's 10-year bond issue idea additional support, in contrast to the four-year notes the committee favors. The bill embodying the provisions for the highway and public works building program has been set for House consideration Wednesday and it is assured that a motion will be made to amend the bill to provide for 10-year bonds instead of four-year notes. It is in support of this proposed amendment that Gov Ely plans to take the air.

Ely Stands By His Plan

It is Gov Ely's contention that his plan would do a great deal more to aid municipalities than would the four-year note plan or Curley's income tax increase. Under the plan reported by the committee, the extra cent gasoline tax would pay up the $10,000,000 notes in four years and take care of certain abatements as to highway work granted municipalities.

Under Gov Ely's plan, one-quarter cent would take care of the 10-year bonds and interest, one-quarter cent would take care of abatements granted municipalities on highway work and one-half cent would go to municipalities. In other words, approximately three-quarters of the one cent increase would go to municipalities and the governor contends they could use much of this to meet extra expenditures for unemployment relief, which would not be available on the short-term notes plan, which plan brought out the Curley suggestion of increased income taxes.

Another point made by Gov Ely against the short-term notes and increased income taxes is that this plan would necessitate raising a lot more money by local taxation to meet unemployment relief outlays, and this would mean increasing the burden on real estate, something that must be avoided if possible, particularly to help the home owner.

A one-cent increase in the gasoline tax would raise an additional 10 to 11 million dollars.

Legislators Hear From Home

President Gaspar G. Bacon and Speaker Leverett Saltonstall were closeted with Gov Ely for more than 30 minutes late this afternoon and the bill pending before the House was discussed. Indications are that members of the Legislature are hearing from constituents back home who are becoming alarmed over the large expenditures proposed, and it is to counteract any such alarm and try to make the proposition clear that Gov Ely plans to use the radio tomorrow.

WORCESTER GAZETTE 3/14/31

CURLEY PLAN PROVIDES CITIES, TOWNS RELIEF

BOSTON, March 14 (INS)—Mayor James M. Curley today sponsored a new plan urging that half the revenue from the present gasoline tax be turned over to the larger cities and towns in an effort to relieve the burden on real estate.

Before a group of legislators, Mayor Curley was said to have pointed out that it was not his intention to interfere with Gov. Joseph B. Ely's plan for new state highway construction to be financed through a one-cent increase in the gasoline tax but stated it more important that cities and towns be relieved.

WORCESTER TELEGRAM 3/15/31

Just because Mayor O'Hara of Worcester gives keys of the city when famous visitors come, it is interesting to know that Mayor Curley of Boston originated the idea. During his first term as mayor he gave a little metal key to distinguished visitors. A little later he substituted the wooden key. The custom seems to have spread throughout the country for recently the Boston City hall has received keys from several other large cities.

NEW BEDFORD, STANDARD 3/11/31

MAYORS FAVOR BOOSTING OF GASOLINE TAX

Join with Selectmen in Endorsing Increase by One Cent Per Gallon

CURLEY SHELVES INCOME TAX LEVY

Boston Mayor Suggests that Added Income Go to Cities and Towns

Boston, March 11 — About 50 mayors and selectmen from Massachusetts communities went on record unanimously at Boston city hall yesterday afternoon in favor of a straight three cents gasoline tax as means of giving cities and towns of the Commonwealth sufficient money to meet increasing expenditures for welfare distribution due to economic conditions.

Larkin Submits Proposal.

The meeting had been called by Mayor Curley to organize support for his plan to reimburse municipalities for welfare expenditures by the enactment of legislation that would impose a 10 per cent increase on the 1930 state income tax. Though many of those present voiced approval of Mayor Curley's proposal, there appeared to be a greater sentiment for an increased gasoline tax; the mayor, sensing the situation, deftly tossed the income levy idea out the window and stressed united support for the increased gasoline plan, providing that one cent go to cities and towns for redistribution.

Mayor Edward H. Larkin of Medford promptly moved that the meeting favor a proposal whereby one cent of the present two cents gasoline tax be distributed to cities and towns and the other cent be devoted to the state Highway department. The assemblage also favored an increase of one cent, as originally requested by Governor Joseph B. Ely, for a period of four years, to meet the emergency.

It seemed to be the opinion of all present that the increased gasoline tax was the best means of dealing with the welfare relief problem because the funds provided would be permanent, while the money furnished by the Curley proposal would be only for one year. The meeting swung to the gasoline tax idea after a few of the speakers indicated that while they favored an increased gasoline tax, they were not ready to record themselves on the 10 per cent increase on the state income tax.

One or two of those addressing the meeting voiced their belief that the Curley suggestion would not provide sufficient money to cope with the relief burden piling up on the cities and towns due to the present industrial depression.

As the meeting was breaking up, Mayor Curley suggested that all those present get in touch with state senators and representatives from their districts and impress upon them the necessity of the proposed legislation.

Curley Outlines Situation.

Mayor Curley, presiding, outlined the purpose of the meeting and without going into the cause of the present situation, impressed on those present the need of finding ways and means to raise funds to distribute among the needy without placing an additional burden on real estate. Mayor Curley said that even the exercise of every reasonable economy in the management of the city government of Boston, there was no prospect of avoiding an increase in the tax rate. He said that with a view of avoiding an abnormal jump in the real estate tax he proposed a 10 per cent increase on the state income tax for last year.

Mayor Curley said that though he felt that the country was emerging from the conditions that had prevailed for some time he believed that until there was more tangible evidence that better times were on the way, it was the duty of municipalities to provide funds for the needy.

Mayor George J. Bates of Salem commended the Boston mayor for calling the meeting, and reviewed the relief situation in a number of cities and towns of the state, based on official information furnished him by the various municipalities. Mayor Bates said frankly that he was not with the Curley proposal, but that he did favor a gasoline tax increase, with the provision that some of the money go back to the municipalities.

O'Neill for Both Plans.

Mayor Michael C. O'Neill of Everett favored an additional one cent gasoline tax and also the Curley plan relative to state income. He felt that some way of raising funds must be found without further burdening the home owner and the industries.

Mayor Thomas J. McGrath of Quincy said he did not think it advisable to attempt the 10 per cent income increase at this time and he felt it would be better if all got solidly behind the gasoline tax increase and obtained for their communities some of the money that is now going to the state.

Mayor Andrew A. Cassassa of Revere advocated imposition of the income increase on the ground it would place the burden where it belonged. He said he thought that the Legislature wiuld not favor an increased gasoline tax.

Mayor John J. Whalen of Chelsea favored the Curley plan and also a one cent tax increase on gasoline, if the entire proceeds of the increase would go to cities and towns for redistribution.

Mayor J. Fred Manning of Lynn, favored the Curley suggestion but said he thought it would not furnish sufficient money to handle the relief problem. He said he would insist on an additional gasoline tax as well. Touching on the old age pension system, Mayor Manning said that the state is placing additional burdens on municipalities and furnishing no means to meeting the situation.

Without naming former Governor Alvan T. Fuller, Mayor Patrick J. Duane of Waltham took a fling at the former governor's statement against increased taxes, asking what Mr. Fuller did in his eight years on Beacon Hill to remedy the situation. Mayor Duane endorsed the Curley plan.

Mayor William T. Dillon of Holyoke favored the Curley idea and an increased gasoline tax. Hhe said he thought the 10 per cent proposed by Mayor Curley would not be sufficient.

Other speakers were Selectman Edward S. Cook of Franklin and Harry J. Geb, a Franklin manufacturer; Selectman John R. Gillespie of Sharon; Chairman Blanchard of the Wakefield Board of Selectmen, City Clerk J. Albert Sullivan, representing Mayor Bent of Brockton; Henry W. Vale, representing the city of Newton, and Mayor Landers of Lawrence.

Contd SPRINGFIELD NEWS 3/12/31

of Boston, Underwood of Orange, Warner of Sunderland, Webster of Blackstone, Luitwieler of Newton, Malloy of Medway, Otis of Pittsfield, Rolander of Worcester, Sessions of Hampden, D. A. Snow of Westfield, Squires of Worcester and Tuttle of Framingham.

How Westeners Voted

Western Massachusetts members were recorded thus on the Rafter amendment:—

In favor: Clark, Gaffney, Markley, Moore, O'Brien, O'Connor, O'Dea, Otis, Roach, Sawyer, D. A. Snow, Tinker—12.

Against: Brigham, Cawley, Chevalier, Coakley, Kirkpatrick, Martel, McCulloch, Petersen, Scott, Sessions, Shaylor, Sisson, Stacy, Swan, Underwood, Warner—16.

Absent—Forward, Sauter, N. L. Snow—three.

On the ways and means bill:—

For passage to third reading: Cawley, Chevalier, Clark, Coakley, Gaffney, Kirkpatrick, Markley, Martel, McCulloch, Moore, O'Brien, O'Connor, O'Dea, Otis, Roach, Sessions, D. A. Snow, Swan, Tinker, Underwood, Warner—21.

Against—Brigham, Sawyer, Scott, Shaylor, Sisson, Stacy—six.

Absent—Forward, Petersen, Sauter, N. L. Snow—four.

Rafter Opens Debate

Representative Rafter opened the debate on the highway bill by moving amendments printed in the calendar calling for increase from $10,000,000 to $11,500,000 in total appropriation, for 3½ per cent interest and for 10-year bonds to raise money.

"I say to ex-Gov Fuller now that his declaration as to conditions being found wanting brought about impeachment of his party on November 4, last, when Gov Ely was placed in charge of this commonwealth." Rafter challenged anyone to show where either political party has put a burden of one cent on industry and hoped industry would be left alone by the House. No man, he said, charges the present economic depression is political. The political machinery of the state and federal government is doing what it can to relieve conditions, he declared. Fuller's greatest friends, when he was governor, were the Democrats in the Legislature, said Rafter.

Rafter referred to President Hoover's spokesman, Col Arthur Woods, going about appealing to Legislatures and the public to do all possible public work now.

Criticizes Curley's Plan

The gasoline tax is the only way to get the money without burdening industry, said Rafter. He criticized Mayor Curley's proposed 10 per cent increase on income taxes as absurd. He praised Representative Christian Herter of Boston for his cooperation in preparing statistics as to the revenue from the gasoline tax.

The split would come on the bond issue, said Rafter, because the Republicans say "don't borrow money to build roads." Real estate owners must have relief, he warned, not more burdens. The bond issue is the best method of financing, Rafter declared, as short-term notes would not permit proper relief to the towns. Municipalities borrow outside the debt limit for highways yet it is claimed the state should not follow this policy, he said. A bond issue would cost more but would bring more relief to communities, he asserted.

Rafter said the automobile has brought so many complex problems that it ought be willing to share its burden of increased costs.

Representative Bigelow of Brookline, speaking for the ways and means committee, because Chairman A. W. Jones is not in good health, although he was present, said the budget has been divided into six parts and explained them. The bill in hearing was part No 4 he said and the whole object of the committee in reporting this bill was to relieve the unemploy- four years would pay for the highway construction program.

Representative Herter called the problem one of economics and viewed as unsound a higher gasoline tax for 10 years. Regarding 10-year bonds, he said that relief for cities and towns has become necessary because of past bondings. The state should take its warnings from the cities and towns, he said. He emphasized that the bill is an unemployment-relief measure, but would not be so if the gasoline tax continued for 10 years and bonds were issued.

Representative Leo M. Birmingham hoped the amendments would prevail. Thousands of cars from outside states, he said, come into this state. The gasoline tax, he declared, has required the out-of-state motorists to assist in the cost of roads. "The people in our state," he continued, "who are fortunate enough to own a car should be satisfied and willing to bear an additional expense in order to help those not so fortunate.

"Cities and towns will be relieved of the public welfare burden if work is found for those now unemployed. I think we are going to do something constructive to relieve these communities under the bond issue. The people are satisfied with the gasoline tax and are willing to pay it in order to find relief for those unemployed."

Representative McLeod of Chelsea said very few persons are put to work on street construction work. What assurance is there, he asked, that Massachusetts citizens will get these jobs, that Massachusetts contractors will do the work and employ local men? The cities and towns have been borrowing so much that they have practically made the people bankrupt, he said. Where is the money coming from, he asked, for old-age pensions, and building construction?

There was considerable other comment before the voting.

SPRINGFIELD REP 3/14/31

CURLEY PROPOSES HALF GAS TAX GO FOR MUNICIPAL USE

Boston Mayor Gives Dinner to House Members and Suggests This Course Be Adopted by Legislature

From Our Special Reporter

Boston, March 13—Mayor James M. Curley of Boston was host to about 60 members of the House of Representatives at the Parker house this afternoon. At the conclusion of the dinner he urged upon them the logic of returning one-half the present gas tax to cities and towns as reimbursement for moneys expended in unemployment relief and asked their support of a bill now pending before the Legislature to this end.

To take one cent from the gasoline tax, which at present goes entirely into the highway fund, would be to take more than $5,000,000 from it. Not only would it seriously handicap highway construction, but it would immediately destroy all chances of the present highway construction bill pending before the House, being enacted, because it would take so much from the receipts that the balance could not possibly pay for the bond or note issue proposed in this bill, even if the tax were boosted to three cents on the gallon.

Coming as this does, after the Curley income tax proposal, which he discarded for this idea, when he found the majority of mayors and selectmen of the state did not like this idea and the people generally disapproved it, the move is interpreted as planned to kill the highway program of Gov Ely and thus leave the governor floundering in the throes of defeat by the Legislature.

SALEM NEWS 3/12/31

MONEY RAISING PLANS

Various suggestions are made to the legislature as to how the money for the enlarged construction program of Gov. Ely can be obtained. Mayor Curley of Boston wants a 10 per cent. addition to the income tax, and Gov. Ely seems inclined to agree. That is open to the objection that the flat income tax of six per cent. on securities is a very undiscriminating thing, bearing equally hard on people of small means and on people of wealth. The federal government asks only a 1½ per cent. tax on small incomes, it allows a 25 per cent. credit on incomes under $5000, and it gives $3500 exemption to married people and $1500 to the unmarried. The state grants no exemption on the securities tax, and it makes a six per cent. assessment. The taxes are already too high and should not be raised, unless possibly a graduated scale of taxation is fixed for different incomes. The best plans yet suggested are for taxes on gasoline and an increased poll tax. These taxes should raise this money in a few years without causing suffering.

SPRINGFIELD NEWS 3/12/31

SLIM MARGIN OF COMMITTEE BILL'S DEFEAT MAY BE ERASED

House Expected to Get Proposal Late This Afternoon

Boston, March 12—The Republican members of the committee on rules held a meeting today, presided over by Speaker Leverett Saltonstall, at which it was decided to oppose reconsideration this afternoon in the House of the vote yesterday afternoon on the legislation for $10,000,000 highway bond issue and one cent increase in the gasoline tax.

Boston, March 12—The House was to be asked today to reconsider its roll-call defeats yesterday of the proposals of Gov Ely and the ways and means committee for an $11,500,000 highway construction program for unemployment relief.

The House first rejected the ways and means committee bill, under which the $11,500,000 would be raised by a four-year $10,000,000 bond issue and an increase of one cent in the gasoline tax over a four-year period. The vote was 113 to 110.

The governor's plan, calling for a 10-year $10,000,000 bond issue and a one-cent gasoline tax increase, half of which would go to cities and towns for highway work, was defeated by a vote of 131 to 94.

Reconsider Vote

Eleven Democrats were among those voting against the Ely bill, while only 25 Republicans, including seven members of the ways and means committee, supported it.

Following the defeat, the governor conferred with seven of the 11 dissenting Democrats. According to the governor, most of the seven assured him they would vote for reconsideration of the bill and for its passage.

Representative Francis E. Rafter, Democrat, Salem, spokesman for the governor, was to introduce the motion for reconsideration today.

The substantial margin by which the Ely bill was defeated augured slight hope for its ultimate passage, whereas a reversal of sentiment appeared probable as regards the ways and means committee plan, defeated by only three votes.

Representative Christian Herter, Republican, of Boston, presented figures calculated to show that the gasoline tax increase under the Ely plan would produce about $53,000,000, whereas expenditures to be financed by the additional tax, including relief from assessments on cities and towns, would total about $60,000,000.

Representative Albert F. Bigelow, Representative, Brookline, advocating passage of the ways and means committee bill, assured that the gasoline tax increase which it provided would be dispensed with after the stipulated four-year period.

Many of those opposing the highway construction plans revealed that they thought the governor's program for institutional building better justified. It was understood the ways and means committee was preparing to report an institutional building bill substantially in accord with Ely's recommendations.

Should the House continue to act negatively on the highway construction bills, a gubernatorial message was anticipated.

Of the $11,500,000 sought by Ely under his defeated bill, $1,500,000 would be used for construction of a new department of public works building, and the remainder for highway development.

Boston, March 12—A motion will be made tomorrow in the state House of Representatives to reconsider the vote of this afternoon whereby the ways and means highway appropriation bill, calling for $10,00,000 and an increase of one cent in the gas tax, was defeated by a roll call vote of 110 to 113, when up for a second reading.

Gov Joseph B. Ely tonight expressed confidence that reconsideration would be accorded, as almost all the 11 Democrats who today voted against the bill have given their word to vote for reconsideration tomorrow and then for the bill. These Democrats did not understand that the governor preferred the ways and means committee bill to nothing.

Party Lines Disrupted

The House voted against Gov Joseph B. Ely's emergency unemployment relief program twice today.

First it refused to advance to a third reading the bill reported by the ways and means committee. Party lines were broken on this bill for 25 Republicans voted for it and 11 Democrats against. The vote was 113 to 110.

There was a margin of 131 to 94 against amendments offered by Representative Francis E. Rafter of Salem, which revived the original plan of Gov Ely for the state to borrow on 10-year bonds instead of short-term notes.

Misunderstood Ely's Wishes

The Democrats who opposed the ways and means committee bill reasoned that, since the Rafter amendments to increase the appropriation to $11,500,000 and provide a 10-year bond issue instead of 4½-year notes, had been defeated, the governor would oppose the ways and means bill. They thought they were voting as the governor wished.

Should the measure be reconsidered and passed to engrossment by both legislative branches, it would require a two-thirds vote in the enactment stage. There is hope in both parties that enough votes can be changed to enact the measure.

Some Blame Boston Mayor

State House circles tonight were blaming Mayor James M. Curley of Boston for this afternoon's defeat. Some there were who maintained Curley acted deliberately and with the belief that when he proposed the 10 per cent increase in income taxes, such a howl of protest would follow that the highway program would be defeated. This is what happened. The public, awakening last week end to the news of Curley's proposal, revolted against any and all appropriations that would exact additional taxes and when the representatives were home for the week end, they learned of this revolt and some voted accordingly. Curley has now abandoned the idea of an increase in income taxes.

Should reconsideration prevail tomorrow, there is a possibility that Gov Ely, who admitted tonight his deep disappointment at the defeat of the measure, will send a message to the Legislature urging favorable action on the ways and means bill. In addition to the effect of this, the whip will be snapped over the Republican House members to get into line and support their ways and means committee, something which apparently was not done prior to today's vote.

Support Pledged Ely

Gov Ely called most of the Democrats who voted against the bill to his office after the House adjourned and asked them to vote for reconsideration tomorrow and to push the bill later. He received assurances from almost all of them that they will do so. Sawyer of Ware said he voted for the Rafter amendment because it meant more of the one-cent gas tax increase would go to the municipalities, but voted against the ways and means bill because it means little help to the municipalities in unemployment relief expenditures. One or two others felt the same way. The governor also conferred with Speaker Leverett Saltonstall.

After expressing his disappointment that the bill failed to pass, the governor added that he was not surprised. Should the measure be refused reconsideration, there are three adverse committee reports on the Senate table calling for increases of one or two cents in the gas tax, but none of them would give the state any money, as all would give the entire increase to the municipalities. It seems probable that legislation of this sort will be enacted if the House bill is negatived again tomorrow.

Tie Vote Allowed to Stand

Outstanding in the afternoon's session was the tie vote, on a rising vote, on the passage of the main bill to a third reading. Speaker Leverett Saltonstall could have broken the tie and sustained his own ways and means committee, which reported this bill, but failed to do so. He announced the vote was a tie and, therefore, the bill was denied advancement. Had he broken the tie, there is some question whether a roll call would have been asked. However, it was asked and the ways and means committee bill, calling for four-year notes to finance the $10,000,000, was defeated. The sum was to be split, $8,500,000 for highway work and $1,500,000 for a new building for the motor vehicles registry.

Defeat of the ways and means committee report, in addition to defeat of the proposed amendment, which was regarded as being offered in behalf of the governor, created a sensation. Gov Ely at once sent for the 11 Democrats who voted against him and conferred with them singly in his office. These 11 were: Sawyer of Ware, Lane of Lawrence, Ganley of Lawrence, Meehan of Lawrence, W. H. Doyle of Malden, Garafano of Saugus, Daniel J. O'Connor of Lynn, Downey of Brockton, Costello of Roxbury, Casey of Spencer and McCarthy of Rockland.

Twenty-five Republicans voted for the ways and means committee bill as follows:—

Airola and Carroll of Revere, Baker of Newton, Bigelow of Brookline, Cole of Taunton, Herter of Boston, Johnson of Boston, A. W. Jones of Nantucket, Kimball of Malden, Swan of Barre, Chevalier and Kirkpatrick of Holyoke, McCulloch of Adams, Casson

SPRINGFIELD UNION 3/12/31

The Governor Explains

Governor Ely's presentation of his policy over the radio Tuesday night was the clearest explanation he has made of his proposals for meeting the existing situation and the most logical statement of his reasons for them. The whole matter may have been somewhat clarified in his own mind by further consideration, by some modifications of proposals for taxation that he had previously endorsed and by an inclination not to quarrel with the General Court over the methods of borrowing for highway and building construction.

Though the Governor had twice spoken in endorsement of Mayor Curley's proposal for a 10 per cent increase in payments on current tax returns, he entirely omitted reference to it in his radio talk, an omission that may have been quite discreet, inasmuch as Mayor Curley himself had shortly before abandoned this offspring of his mind, when it completely failed to gain the favor of the sixty-five mayors and selectmen whom he had assembled for the consideration of the proposal. The sentiment of that conference, while varied, finally resolved itself into an endorsement of a one-cent increase in the gasoline tax with a permanent division of the present two-cent tax so that one cent would go to the cities and towns for their own road building and road maintenance.

The Governor, however, appears to have varied this proposal, provided the increased gasoline tax were to be adjusted to his ten-year bond issue by using one half of the increase for ten years to carry charges on the bonds, while the other half would be returned to the cities and towns. This proposal, however, would be subject to revision in case of the adoption of the four-year plan for the issue of short term notes, a plan that the Governor would now be inclined to accept if the General Court deemed it wiser.

In any event, the proposition for immediate extra road construction simmers down to a process of financing from a three-cent gasoline tax, some part of which might be distributed to the cities and towns for partial relief from increases in real estate taxes. A portion of the revenue from the gasoline tax would go to offset increases in the cost of welfare work of the cities and towns. It is virtually a plan for the motorists to pay more so that real estate may pay no more than at present.

The Governor seeks to justify the increased tax on gasoline both by its relatively light load on the operation of motor vehicles and by a clever if rather severely critical balancing of the costs of the motor transportation in relation to benefits. The automobile has, as he said, annihilated distance, and brought comfort and joy, but on the other hand, it has destroyed the capital invested in horses, millions of dollars invested in street railways, produced serious competition with the millions invested in railroads, required the Government to reconstruct roadways, and beyond all this caused more deaths than in the World War, increased banditry and the cost of police protection, of our traffic regulation and of the courts and furnished the "most potent argument in favor of the 18th Amendment."

In other words, the automobile, like intoxicating liquor, falls into that numerous class of natural human conditions or man made devices that are both good and bad. It has virtues and vices. It is a blessing and a problem and the problem can't be solved by prohibiting the automobile. Hence the consistent thing is to tax it to pay for what it costs.

However sound the argument, it is not at all likely to gain the enthusiastic acceptance of automobilists who constitute about one fourth of the population. They are not likely to be placated or converted when reminded that if they won't pay an additional tax on their gasoline on top of insurance charges, and other expenses, they will get it on the houses they own or rent. The average individual regards a tax as a tax no matter how it falls on him, provided he is conscious that it is falling on him. Of course, the ideal tax from the standpoint of the governmental expert looking for revenue is one that hits the taxpayer without his being aware of it. Unfortunately the limits of this agreeable ideal have been reached.

CHELSEA RECORD 3/12/31

The Revenue Conference

The conference of city and town officials called by Mayor Curley for the purposing of endorsing his plan of a 10% increase in the State income tax for one year, for distribution to the cities and towns, was manifestly opposed to the idea and the mayor fell in behind the plan to increase the gas tax to three cents, the proceeds of the extra cent to be distributed to the cities and towns.

This action by the mayor's conference will have its due weight with the Legislature; but there is a strong body of opinion against any increase in the gas tax and its passage may be stormy in the House.

The opinion as expressed was that additional income must be provided outside of assessment on real estate, for meeting the increased burdens on cities and towns. Just what form of taxation will be adopted is for the Legislature to decide; but the cities and towns are in need of relief from further taxation of real estate which must continue unless a contribution is made from some other source. The best solution of the problem will require the earnest consideration of every member of the Legislature.

SPRINGFIELD NEWS 3/12/31

CURLEY DEFENDS BOSTON BUDGET, SCORES CRITICS

Says His Economy Policy Is Strictest of Any Executive In State

Boston, March 12—Mayor Curley, replying in detail last night to criticisms of the Democratic tax program, made earlier this week by former Gov Fuller and Alexander Whiteside, declared that he does not wish, through an increased tax rate, to add to the heavy burden now carried by owners of real estate.

He pointed out that nearly 80 per cent of the total direct taxes collected each year by state and local governments are contributed by home owners and owners of business property.

"I have, therefore, advocated and will continue to advocate the passage of legislation which would help this year to offset the additional appropriations made necessary by the serious unemployment situation."

"It is easy to sit at home or in an office and make the bald statement the maintenance expenditures should, and must, be reduced," he added.

"I only wish that the leaders who seek the columns of the public press for the expression of their individual beliefs would offer specific suggestions for taxation relief rather than indulging in generalities which are not only unfounded in fact, but add nothing in the way of improving conditions as they actually exist."

Mentions Veto

He mentioned his veto of a council order to provide a $200 increase in police and firemen's salaries, and his announcement that in view of present economic conditions no increases of any sort would be allowed city employes.

"To my mind," he added, "this is the most 'radical' utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience, ranging over a number of years, I can recall no similar decision."

Defends Actions

Mayor Curley's statement follows:—

Much space has been devoted in the public press in the last few days, either by means of editorials or special articles, to what has been termed the ruinous process of mounting public expenditures. In these articles municipal officials have been charged with being oblivious to the present need of curtailing expenditures wherever possible. There has been personally directed at myself, the criticism that I have failed to utter "one word about a radical reduction in Boston's expenditures for the year 1931, or about any need for economy on the part of municipal Boston."

In so far as these charges and criticisms apply to Boston, I present the following facts concerning the municipal appropriation policy that is being carried forward under my direction for the current financial year. These facts, if weighed and studied sanely and intelligently, offer the best refutation possible for the unfounded charges and criticisms that have been made. The editions of the Sunday newspapers of February 1, 1931, and the minutes of the council meeting for February 2, 1931, refute the charge that I have failed to give public utterance to the necessity for a radical reduction this year in municipal expenditures.

The subject of the articles appearing in the publications previously mentioned was my veto of a council order to provide a $200 increase in the existing maximum salaries of patrolmen and privates in the police and fire departments. In my veto message, I not only stated that I could not approve the increases proposed, but that in view of the existing economic depression I had come to the decision that, for this year at least, no increases of any sort could be allowed to city employes. To my mind, this is the most "radical" utterance that any public official has made in connection with maintenance appropriations for the year 1931. In my public experience, ranging over a number of years, I can recall no similar decision.

In the three monthly conferences that have been held so far this year with department heads, I have stated that in view of the extraordinary disbursements of the public welfare department, it would be necessary this year to make radical reductions in departmental estimates and further, that department heads would not only be expected to live within their reduced allowances, but would also be called upon to effect savings wherever possible, so that at the end of the year unexpended departmental balances might be available if appropriations for public welfare and soldiers' relief proved inadequate.

HOLYOKE TRANSCRIPT 3/14/31

Mayor Curley Blasts Ely Program

HOLDS STATE IS NOT EQUIPPED TO HANDLE ROAD FUND

Asks 60 Legislators to Aid His Bill to Give Towns Half Gas Tax—Split Between Mayor and Governor Looms—Private Meetings With Solons a Surprise.

Mayor Curley, while disclaiming any intention of obstructing the governor's program, which is now the issue in the major political battle at the State House, urged the legislators to back relief for cities and towns by sacrificing a portion of the highway construction program.

He asked support for his bill providing for the distribution of one-half of the present 2-cent gasoline tax to the cities and towns of the Commonwealth for their highway funds and thus release $5,000,000 in appropriations in their budgets for public welfare department purposes.

The mayor's appeal was made behind closed doors in the classical Dickens room of the Parker House, where the legislators had previously been his luncheon guests.

The governor had no advance information of the meeting and he had departed early in the afternoon for his Westfield home with no knowledge of what had occurred. He was not available last night for comment on the unique procedure. It disclosed that beyond question there is no co-operation existing between the two most prominent Democrats in the State in relation to the Democratic administration's plans for relief of the unemployed.

Coming so speedily after the mayor's subsequently repudiated proposal for a flat 10 per cent. increase in the income tax it was regarden as almost certain to anger the Governor. In substance he told the assembled legislators that under no circumstances could the Governor provide for expenditures to the extent for which he had submitted recommendations.

Under the existing system of contributions to the highway fund, the mayor said that the state received approximately $20,000,000. A return of one cent to the municipalities, he continued, would leave $15,000,000 in the state fund, a sum $3,000,000 in excess of its capacity, according to his figures, to expend with any degree of efficiency.

As he described his plan, it would give to the communities approximately $5,000,000 and thus relieve them from putting that much money into their budgets for highways. The money thus released could be used for public welfare distribution.

The mayor, throughout his address, spoke in a calm, subdued tone of voice and at its conclusion he invited questions from the floor. He was cross-examined to some extent by Senator Joseph Finnegan of Dorchester and to a lesser degree by Representatives Edward J. Kelley of Worcester, William H. Hearn of East Boston, all Democrats, and Abraham B. Casson of Dorchester, Republican.

At the conclusion of the meeting it was agreed by many of the Democrats favorable to the Governor that his hopes of obtaining passage of the compromise ways and means committee bill now before the House of Representatives had been delivered a severe blow. One went to the extent of characterising the procedure as "base treachery of the worst description.'

Worcester Telegram 3/14/31

CURLEY'S PLEA FOR CITY HELP FANS TAX ROW

Fetes 60 Legislators and Asks Aid For "Gas" Tax Bill

VISION CHALLENGE

Ely's Friends See Menace To Program Despite Disclaimer

By JAMES H. GUILFOYLE

BOSTON, March 13.—Declaration by Mayor James M. Curley of Boston that while he was not trying to interfere with Governor Ely's public works program, he considered relief for cities and towns from the increased burden of public welfare expenditures more important than highways at this particular time, tonight fanned the controversy over taxation problems which has kept Beacon Hill stirred up throughout the week.

Mayor Curley made his statement at a luncheon which he gave to a group of 60 legislators at the Parker House, where he urged support of his bill for a return of one-half of the present 2-cent gasoline tax to cities and towns.

Almost immediately after his disclaimer of any desire to interfere or block the governor's program the mayor remarked that the State Public Works Department was not equipped to efficiently handle more than $12,000,000 highway work in a year. He pointed out that the gas tax and other revenues bring into the highway fund about $19,000,000 a year, and that even if $5,000,000 was taken from this amount, his estimate of what would be distributed would still have $2,000,000 more than it could use to advantage in a year. On that premise, he saw no harm if provision was made to distribute one-half of the present gas tax to municipalities.

Under the governor's program the Department of Public Works would not only handle the normal program but $10,000,000 additional. The mayor did not explain if his remarks about the amount which the department can handle in one year was addressed merely to the normal program. He was rather emphatic, however, in his declaration as to the amount of work the department could handle, pointing out that Boston's highway department is larger and yet cannot handle much more than $12,000,000.

Despite his disclaimer of opposing the governor, many friends of the chief executive immediately interpreted the mayor's remarks as a challenge to the governor's program.

Some saw in it possibility of the renewal of the bitter feud that marked the primary fight when the Boston mayor took the stump against the governor.

Party Chiefs Worried

Democratic leaders who were present at the luncheon were particularly disturbed that his remarks should come at a time when they had just saved from defeat the ways and means committee bill by which the governor would get $11,500,000 on short term notes for increased highway construction and a new department of public works building through a 1-cent increase in the gas rate. The fact that there were several Republicans at the meeting who had bitterly opposed the ways and means bill gave rise to the fear that Curley was throwing them a suggestion by which they might successfully combat the governor's measure. The more vigorous opponents of the ways and means bill had tried to block it because of the proposal to increase the gas tax while the mayor's bill would not do so.

The more conservative legislators who attended the luncheon entertained varied views. Some of them regarded the mayor's remarks as a plea for help to cities and towns and accepted at face value his expression of friendliness toward the governor's program. Their view was, and this view was held by some of the Republicans present, that both the ways and means bill and the Curley proposal would have to be decided on their individual merits.

Perhaps the unusual significance attached to the mayor's plea for his gasoline fund return was due to the general opinion that his recent proposal to the governor for a 10 per cent increase in the income tax was responsible for the first decision of the Massachusetts House to wreck the ways and means report. It led to the suspicion at least, that the mayor was endeavoring, through another method, to throw a monkey wrench into the machinery.

Plight of Cities

The mayor before concluding his address pictured the present plight of cities and towns due to the heavy demand for public welfare relief which has about doubled over normal times, told of the recent conference of mayors and selectmen in an effort to find ways and means to help the situation and ended with a ringing plea for support of his bill.

Many of those present said his attitude appeared to be one of "I'll take care of my bill. Let the governor take care of his."

The petition of Mayor Curley for the distribution of the gasoline tax is now pending before the House ways and means committee.

The ways and means committee bill remained with the House committee on bills in third reading with no indication of when they would report it for the next stage in its progress, passage to enactment. In the meantime Democratic leaders over the weekend plan to consider compromise ideas which might get the bill by the House despite the requirement of the two-thirds vote on the enactment stage.

Springfield News 3/18/31

REALTY BOARD RAPS CURLEY'S PROPOSAL ON DEBT LIMITING

Boston Chamber of Commerce Also On Record Against Program

Boston, March 18—The bill of Mayor James M. Curley, asking that the debt limit of cities and towns be increased from 2½ per cent of their valuation to 3 per cent, was opposed today at a hearing before the legislative committee on municipal finance by Edwin D. Brooks of the Boston Real Estate exchange. The Boston Chamber of Commerce was also recorded as opposed to the proposition.

Corporation Counsel Samuel Silverman of Boston, informed the committee that the bill will give Boston between 9 and 10 million dollars more to function with. Brooks felt that such an increase would be unwise and stated that the bill will release more than $9,000,000 that the city would not have to come to the Legislature for. He urged the committee to hold down the debt limits of the cities and towns, declaring, "We are increasing our debts faster than our growth in population and wealth. Fall River has gone to the end of its rope and we are on the same line."

Lawrence Telegram 3/18/31

CURLEY'S BILL IS MUCH OPPOSED

BOSTON, March 18 (UP)—At a hearing before the Legislative Committee on municipal finance, Edwin D. Brooke today opposed the bill of Mayor James M. Curley of Boston which would increase the debt limit of cities and town from 2 1-2 per cent to 3 per cent of their valuation.

The Boston Chamber of Commerce also was recorded in opposition.

Corporation Counsel Samuel Silverman of Boston told the committee the bill would give Boston about $10,000,000 more with which to function.

LAWRENCE TELEGRAM 3/14/31

Mayor Curley demands that one-half the present two-cent tax on gasoline be turned over to the city. Boston will need more than that sort of dole before the present mayor is through with it. But, there is a serious question if the legislature can comply with this demand. The tax was assessed for the purpose, and only that purpose, of road construction and maintenance. The suggestion of Mayor Curley would only open up the pathway for more tremendous impositions upon auto owners.

If one-half the present gas tax is turned over to the cities, the State Highway Department will demand more gas taxes to keep up with its road construction and maintenance plan, and everyone knows we are getting poor results from our tax investment now, without going further into the pockets of the people.

* * * * * *

It would be better for Boston and better for the state if some suggestions of economy were proposed instead of the excessive demands for more money, such as we are hearing from Boston about every day. More money for cities and towns to spend when they are now spending more than ever before in the history of the country.

SPRINGFIELD REPUBLICAN 3/15/31

Cities and the "Gas" Tax

It would be an interesting situation if, in the case of the ultimate defeat of all big state public works projects, the plain issue of an increase in the gasoline tax for the relief of the municipalities should be fought out in the Legislature.

If present tendencies continue the cities and town will not be able to avoid curtailment, whether it is injurious or not. Springfield, for example, favorably circumstanced though it may be as compared with many other municipalities, may find it imperative to cut down its street work and confine itself as much as possible to operations that can be carried on by the jobless who are depending on the welfare department for their support.

The alternative is a rising tax rate, It is common knowledge that the assessed valuations here are now in many cases much above the selling value of the real estate, in spite of the fact that reductions amounting to some millions of dollars have been made in the last two or three years. A higher tax rate in such circumstances would be manifestly injurious.

If the assessors should recognize this condition and make a general reduction the effect would be merely to increase the tax rate. But it is unlikely that they will do so because sales under present conditions cannot be regarded as establishing fair prices—the prices reached by willing buyers and willing sellers. They have more the character of forced sales, on which assessments are not supposed to be based.

But even the maintenance of the present tax rate when assessments are inequitably high, if only temporarily, means in reality an increase of taxation. To increase the rate means a good deal more than it would in normal times, with value and assessment bearing a reasonable relation to each other.

In Fall River it has been found that salvation lies only in radical curtailment of the city's expenditures. If the business depression is protracted beyond present expectations, if the cost of relief continues to increase and if the revenues from sources other than real estate taxes continue to dwindle, there will be other cities and towns that will have to do the same thing.

If the metropolitan water commission should start work on a large scale this year in the development of the Swift river reservoir, how would it be known whether the change of plan was due to the plea of the Ware Chamber of Commerce for work to relieve unemployment or to the push given by former Gov Fuller in his "kiss of death" pronunciamento? Possibly it would be the result of a spontaneous recognition that now would be a good time to start all the operations going that are practicable.

LOWELL, COURIER CITIZEN 3/14/31

CURLEY SPLITS WITH ELY ON TAXATION QUESTION

Mayor Says Public Works Dept. Not Equipped for Program

Urges Legislators to Sacrifice Part of Road Building Plan

Open Rupture Comes at Private Meeting in Boston Hotel

(Special to the Courier-Citizen.)

BOSTON, March 13.—An open rupture between Governor Ely and Mayor Curley developed tonight as a result of the mayor's declaration to more than 60 members of the legislature at a private meeting that the State Department of Public Works is not equipped with adequate engineering forces to carry out efficiently the governor's $30,00,000 highway program.

Urges Program Be Cut.

Mayor Curley, while disclaiming any intention of obstructing the governor's program, which is now a major political issue at the State House, urged the legislators to back relief for cities and towns by sacrificing a portion of the highway construction program.

The mayor's appeal was made behind closed doors in a room of the Parker House where the legislators had previously been his luncheon guests. Coming so speedily after the mayor subsequently repudiated proposals for a flat 10 per cent increase in the income tax, it was regarded as almost certain to anger the governor. In substance the mayor told the assembled legislators that under no circumstances could the governor provide for expenditures to the extent for which he had submitted recommendations.

Under the existing system of contributions to the highway fund the mayor said, the state receives approximately $20,000,000. A return of one cent of the gasoline tax to the municipalities, he continued, would leave $15,000,000 in the state fund, a sum $3,000,000 in excess of its capacity, according to his figures, to expend with any degree of efficiency.

As he described his plan it would give to the communities, approximately $5,000,000, and thus relieve them from putting that much money into their budgets for highways. The money thus released could be used for public welfare.

The mayor throughout his address, spoke in a calm, subdued tone and at its conclusion he invited questions from the floor. He was cross-examined by Senator Joseph Finnegan of Dorchester and to a lesser degree by Representative Edward J. Kelley of Worcester, William H. Hearn of East Boston and Abraham B. Casson of Dorchester.

At the conclusion of the meeting it was agreed by many of the Democrats favorable to the governor that his hope of obtaining passage of the compromise ways and means committee bill, now before the House of Representatives, has been delivered a severe blow. One went to the extent of characterizing the procedure as "base treachery of the worst description."

Hits Ely's Highway Construction Program

MAYOR JAMES M. CURLEY.

SPRINGFIELD NEWS 3/14/31

Curley Attacks Ely Program, Finds State Not Equipped To Handle Big Road Fund

Calls Upon 60 Legislators to Aid His Bill That Gives Towns Half of Gas Tax Proceeds; Private Meeting With Solons Described As 'Base Treachery'

Boston, March 14—An open rupture between Gov Ely and Mayor Curley loomed today as a result of the mayor's declaration to more than 60 members of the Legislature at a private meeting that the state department of public works was not equipped with adequate engineering forces to carry out efficiently the governor's $30,000,000 highway construction program.

Mayor Curley, while disclaiming any intention of obstructing the governor's program, which is now the issue in the major political battle at the State House, urged the legislators to back relief for cities and towns by sacrificing a portion of the highway construction program.

He asked support for his bill providing for the distribution of one-half of the present two-cent gasoline tax to the cities and towns of the commonwealth for their highway funds and thus release $5,000,000 in appropriations in their budgets for public welfare department purposes.

The mayor's appeal was made behind closed doors in the classical Dickens room of the Parker house, where the legislators had previously been his luncheon guests.

The governor had no advance information of the meeting and he had departed early yesterday afternoon for his Westfield home with no knowledge of what had occurred. He was not available today for comment on the unique procedure. It disclosed that beyond question there is no cooperation existing between the two most prominent Democrats in the state in relation to the Democratic administration's plans for relief of the unemployed.

Coming so speedily after the mayor's subsequently repudiated proposal for a flat 10 per cent increase in the income tax it was regarded as almost certain to anger the governor. In substance he told the assembled legislators that under no circumstances could the governor provide for expenditures to the extent for which he had submitted recommendations.

Under the existing system of contributions to the highway fund, the mayor said that the state received approximately $20,000,000. A return of one cent to the municipalities, he continued, would leave $15,000,000 in the state fund, a sum $3,000,000 in excess of its capacity, according to his figures, to expend with any degree of efficiency.

As he described his plan, it would give to the communities approximately $5,000,000 and thus relieve them from putting that much money into their budgets for highways. The money thus released could be used for public welfare distribution.

Cross-Examined

The mayor, throughout his address, spoke in a calm, subdued tone of voice and at its conclusion he invited questions from the floor. He was cross-examined to some extent by Senator Joseph Finnegan of Dorchester and to a lesser degree by Representatives Edward J. Kelley of Worcester, William H. Hearn of East Boston, all Democrats, and Abraham B. Casson of Dorchester, Republican.

At the conclusion of the meeting it was agreed by many of the Democrats favorable to the governor that his hopes of obtaining passage of the compromise ways and means committee bill now before the House of Representatives had been delivered a severe blow. One went to the extent of characterizing the procedure as "base treachery of the worst description."

Now Before the House

The ways and means committee measure in addition to increasing the gas tax from two cents to three cents for a period of four years, provides for an addition of $11,500,000 to the highway fund for emergency work and approximately two-fifths of a cent release in assessments to the fund by municipalities, which would amount to $2,225,000 annually.

At the request of Representative Peter J. Fitzgerald, Boston Democrat, Representative Horace T. Cahill of Braintree, a Republican member of the House, explained the amendment to the ways and means committee bill he had submitted to the House. During the course of his speech he directed a terrific attack on the current gasoline tax increase measure and declared his uncompromising opposition to the emergency construction measure.

His amendment would strike out all provisions for the emergency construction. He declared that the existing bill substantially amounted to asking 271 cities and towns to pass the hat for the purpose of providing unemployment relief for the benefit of a few other communities. This highway work, he continued, will be given to "the scum of the labor market and entirely omit my town of Braintree."

"How," he asked, "does the governor expect to provide work for heads of families in Suffolk county by offering them work on the highways up in along the Mohawk trail? It is an unreasonable request to ask us to pass the bill."

Massachusetts citizens, he continued, probably would benefit little from the measure in any event because the contracts would be given to constructing firms from other states which would proceed to import into the commonwealth their own local labor forces.

SPRINGFIELD REPUBLICAN 3/15/31

Our Beacon Hill Observer— State Affairs and Politics

Mayor Curley's Influence May Wreck Gov Ely's Relief Program

From Our Special Correspondent

Boston, March 14—If Gov Ely's public works program is defeated in the Legislature, many will blame Mayor James M. Curley. By insidious methods, he has brought to bear an indirect propaganda upon the general public concerning tax increases and a corresponding fear thereof. One political observer has said that the wily Hub politician took the "boy from the sticks," his characterization of Gov Ely at the now famous Democratic convention in Tremont temple—into camp and by so doing, brought about the halt at least, and possible defeat, of the pending highway construction program.

If Mayor Curley didn't know that his proposal for an increase of 10 cents on each dollar of taxes was timed so that it came at just the right moment to influence public opinion, then he is much less keen-minded than those who know him have given him credit for. Not only did he make the announcement appear as a "10 per cent increase" in income taxes, when it was not that at all, but he engineered the announcement so that it came from Gov Ely and not from Mayor Curley. And Gov Ely made a mistake in saying, even with reservations, it was the best idea that had yet come to his attention.

Legislators Hear From People

The people "back home" fairly flew to their legislators when the latter were home last week end, and protested in vigorous terms. The result was that when these legislators had before them for vote last week this bill to provide for the highway improvements, to be financed by an increase of one cent in the gasoline tax, they remembered the objections of their constituents and many of them were thus influenced to vote against the bill. Mayor Curley was to blame and the onus cannot be put anywhere else.

Curley's Party For Legislators

If that trick of the Boston mayor were not enough, he added to it yesterday afternoon by entertaining 60 legislators at the Parker house and, after filling them full of good food, he presented to them the proposition that they support his newest idea, adopted after he dropped the income tax proposal, to return one-half the present gasoline tax to the cities and towns. This would absolutely destroy the highway bill that is now pending, if incorporated into it. Curley ought to know that, and if he doesn't again he is less keenminded than he is given credit for being. Curley has been freely assailed during the past week for his own failure to curb municipal expenses in Boston, by authorities on Boston's finances. One recalls his $25,000,000 circumferential highway proposal and several other Curley projects in considering whether the mayor is sincere in his declared effort to help the unemployment situation and bring relief to the people.

What the Highway Bill Will Do

Residents of Western Massachusetts, particularly of Berkshire county, would do well to consider what the pending highway bill will do. For one thing it will bring about construction of highways into that section of the state from eastern Massachusetts, which would mean that many easterners will be attracted there in greater numbers than now. Coming down from New Hampshire over the trail leading from the White mountains on a Saturday afternoon in summer, one is struck by the great number of Massachusetts cars headed northward carrying their occupants into the resort sections of the Granite state. These residents of eastern and central Massachusetts are attracted to the White mountain section partially because of the fine roads leading from the Massachusetts border northward. They prefer to tackle a longer trip into the New Hampshire region than the shorter one to the Franklin and Berkshire county territory because they dislike the narrow, curve-filled highways leading toward Worcester and beyond. The pending highway bill would rectify this condition, in part, and at least would give one through route across the state from east to west that wouldn't have to be apologized for.

Need of House Leadership

One thing the highway bill has done and that is it has shown the need of real leadership in the House. One is kind to describe the efforts of Republican leaders in that branch this week as pathetic. They had to go against their own ways and means committee report and it is small wonder so many Republicans switched from one day to the next in their votes on this measure. Now the bill rests in committee on third reading and before it emerges, these Republican leaders hope to be able to effect some sort of an agreement to save their faces. What it will be is the subject of much conjecture.

Compromise May Boost State Tax

One surmise is that the compromise will be reduction of the total called for in the bill from $11,500,000 to $10,000,000 and boosting of the state tax from $7,000,000 to $8,500,000. Gov Ely has said he is against boosting the state tax because it means additional burden on real estate, but he might be in a mood, after this week's experiences, to permit a boost in that tax to $8,000,000. If any compromise is to be offered to raise the amount that is to be returned to cities and towns from the gasoline tax, then the amount of the note or bond issue will have to be reduced, because such program would take considerable from the money that would be used to pay interest and principal on the borrowed money. It may be said with a degree of confidence that Gov Ely might be willing to reduce the total of money to be borrowed slightly, but not to a large degree.

The committee on bills in third reading undoubtedly will report the bill back to the House next week, but whether it will be early next week, or late, none seems able to say. The committee is ruled by a Boston Republican who is a close ally of the House leaders, so it can be held up as long as they wish. When it is returned, it seems a foregone conclusion that it will be passed to be engrossed, as only a majority vote is necessary and then sent to the Senate. President Bacon of the Senate has given his approval to the measure, and, inasmuch as he dominates the upper branch without question, it is safe to predict the bill will go through the various stages of engrossment in that branch and be sent back to the House for enactment.

Then Speaker Leverett Saltonstall, who is a stickler for the pay-as-you-go policy, will have the unwelcome baby in his lap, and once again the House leadership will be put to test. Two-thirds vote will be required. If the majority leadership offers any reasonable compromise prior to enactment, the governor might accept it and thus put the whole unemployment relief program right up to the Republican party in the House. If such compromise then failed of enactment, the governor could say to the public that he had done everything he could, even to agreeing to the last Republican compromise proposal and had found unwillingness to cooperate to bring about relief. Indeed, it would be a sorry spectacle if the House leaders then refused to enact the bill, after having opposed the first compromise measure reported by the ways and means committee, which is under Republican control.

Gasoline Tax Increase

The votes of the House members are being closely watched all over the state. The gasoline tax increase appears to be absolutely necessary. Any who say the real estate owners are wallowing in profits are not conversant with conditions. Real estate is standing all the strain it can stand and the gasoline tax seems the fairest means of meeting the highway construction burden, because it is only those who ride who have to pay, as Gov Ely has pointed out. It is natural for the automobile associations to oppose, because it is their business to fight for their automobile-owning members. Their opposition should be discounted on this account. Real estate men are justified in opposing any program that will further burden real estate. Industrialists are watching the situation closely.

Above all, citizens of the state ought to watch the moves of Mayor Curley. He is ambitious and is looking ahead for his own political career. If he can discredit Gov Ely, he may have hopes of amounting to something in 1932. Gov Ely is a westerner. No Democrat can be elected without many western votes. If westerners allow a political marplot in the east to destroy one of their own, they may expect to be called upon to vote for that easterner, or the man he wants, for governor in 1932.

SPRINGFIELD REPUBLICAN 3/15/31

ENGINEER SCORES CURLEY'S STAND ON STATE WORK

Massachusetts Has Ample Facilities to Carry Out Proposed Road Projects, Dean Declares

Boston, March 14—Calling attention to the fact that the State has an engineering force that is more than three times as large as that of the city of Boston, A. W. Dean, chief engineer of the State Department of Public Works, this afternoon issued a flat denial of the statement made yesterday by Mayor James M. Curley of Boston that the State with its present engineering force cannot spend more than $12,000,000 to advantage in highway work in any one year.

Curley Gives Luncheon.

Curley's statement was made in the course of a luncheon given by him to a group of Greater Boston legislators yesterday in furthering his program for a return of half of the present gasoline tax to cities and towns for public welfare expenditures. The Mayor had a similar bill in last year, but it was defeated and he is again sponsoring the proposal despite its possible detriment to Gov. Ely's enlarged highway program. Boston, it may be noted, would receive by far the largest slice of the more than $5,000,000 which would go back annually to cities and towns under the Curley plan.

Engineer Dean took the Mayor sharply to task for his argument that the department of public works is inadequately prepared to handle the Governor's program of highway construction in addition to the ordinary routine construction undertaken each year from revenue accruing from the two cent gasoline tax.

Commissioner Frank E. Lyman of the department who was not present at the State House today, had previously placed the department on record as being fully capable of handling the entire program which the Governor desires for the current year. It was on the basis of the Commissioner's guarantee that the Ways and Means Committee reported the $10,000,000 highway bill which is now pending before the House.

"The department," Mr. Dean said, "Can handle without difficulty all the work under consideration for 1931, including all the projects in the proposal of His Excellency the Governor, without any question.

"The department has already approximately $3,000,000 worth of construction ready to advertise for bids of the $10,000, 00 of the Governor's program, awaiting appropriations from the Legislature. The department also has approximately $200,000 Chapter 90 work ready to advertise for bids and awaiting appropriations by the Legislature. By the time the Legislature has acted upon the budget proposed by the Governor the department will have a much larger amount available for immediate advertising for bids. The department has already let contracts for this year involving $2,650,000. The engineering force of the Commonwealth is far greater than that of the city of Boston, the Commonwealth having approximately 700 engineers, while the city of Boston has about 200 engineers in streets and public works departments."

Curley Denies Intent To Injure Ely Power

Boston, March 14—Mayor Curley denies his intention to injure the Ely program. His statement follows:—

"The conference of legislative representatives from the city of Boston held on Friday was called in conformity with an agreement made by the mayor of each Massachusetts city and the chairman of each board of selectmen for the purpose of presenting facts relative to the abnormal requirements in the budget for 1931 for the relief of the unemployed and needy. Similar meetings will be or have been arranged by the mayors and chairmen of boards of selectmen of most of the cities and towns in the commonwealth.

"The charge that the action was a deliberate attempt to injure in any way the legislative program of Gov Ely or was intended in a hostile spirit is ridiculous and absolutely without foundation. It was specifically set forth at the meeting held upon Friday at the Parker house that the executives of the municipalities of the commonwealth were unanimously in favor of a one-cent increase in the gasoline tax and likewise unanimously in favor of Senate bill 47, which provides for a distribution of one-half of the gasoline revenue now received by the commonwealth out of the present two-cent tax. That there might be no misunderstanding and that each member of the Legislature might be familiar with the facts a communication was mailed after the meeting to every member of the state Legislature setting forth the above.

"I have a profound appreciation of the problems confronting the governor and I am only too familiar with those confronting myself and the mayors of cities and the chairmen of the boards of selectmen throughout the commonwealth. The needy are not responsible for the present industrial depression, and it is futile to depend upon the benevolence of the public to provide for their needs. So that until society has devised the machinery for providing for the unfortunate and needy it is plainly the duty of those in public office to meet the situation in such manner as will be the least burdensome to the public as a whole, and until some better method is presented than that determined upon by the mayors and chairmen of boards of selectmen there is no other course open but to labor earnestly and actively on behalf of the proposed legislation."

N.B. STANDARD 3/15/31

Curley Boosts Port of Boston.

Boston, March 14 (AP)—Mayor James M. Curley is attempting to persuade trans-Atlantic lines to start a weekly four day service between Boston and Europe which would make Boston "the first port on the Atlantic," he said tonight.

STOUGHTON SENTINEL 3/12/31

BILL NO. 47 APPROVED

Town Manager Burton L. Winslow attended the meeting in Boston on Tuesday of the mayors and Selectmen called by James M. Curley, mayor of Boston, at which it was unanimously voted to approve Senate Mill No. 47, whch provides in substance that one cent of the present two cent gasoline tax shall be distributed to the cities and towns of the Commonwealth in proportion to their payment of the State tax, to be used by the cities and towns for highway construction and the reconstruction of existing ways, the remaining one cent to be credited to the Highway Fund of the Commonwealth. It was also voted unanimously that the recommendation of Gov. Ely that the present gasoline tax be increased one cent be approved. Bill No. 47, if passed, will result in $5,000,000 being available to the cities and towns.

WORCESTER TELEGRAM 3/15/31

Democratic Chiefs Seek Compromise on Ely Bill

Reduction in Extent of Governor's Program Seen Necessary Although Popular Point of View Is That Executive Has Upper Hand—Curley Denies Accusations He Challenged Ely Program With One of Own Design—Hub Mayor's Statement That State Could Not Handle Work of Contemplated Program Disproved by Engineer—G. O. P. House Leadership Criticized as Rep. Herter Shows Mettle

By JAMES H. GUILFOYLE

BOSTON, March 14.—This hectic week of prohibition and taxation on Beacon Hill has produced obvious facts which may have an important bearing on the future political history of Massachusetts. Governor Ely's plan for a 10-year bond issue for an extended program of public works to relieve unemployment is dead "as a doornail." The fate of the ways and means committee proposal to finance the program through short term notes is problematical.

There is little encouragement tonight that the ways and means bill in its present form can gain sufficient momentum to overcome the opposition of the Republican leaders. How to amend the bill to a satisfactory compromise is the problem to which Democratic leaders are giving their attention. It is a difficult problem and one that seems incapable of solution unless there is a reduction in the extent of the program which the givernor has proposed.

Ely Has Upper Hand

Regardless of political considerations Governor Ely has the upper hand in the popular point of view. He proposed an extended program of public works to relieve unemployment on a bond issue. The ways and means committee refused to accept that plan because they believed it represented a departure from the pay-as-you-go policy so successfull in the state. The Republicanized committee reported a plan of its own and much to the surprise of everyone, despite the general agreement of the legislators that something should be done to help the economic situation, there was the spectacle of Republican leaders opposing a program of their own party's making.

Governor Ely is in a position to say "I proposed a program. You didn't like it. You fashioned one of your own. The compromise was acceptable to me but you tried to defeat some-of your own making. I have offered the way to help unemployment. If you don't want to do it take the responsibility on your own shoulders."

There is of course dispute over the efficacy of the governor's program in reliving the situation but it so involved that the average system is likely to consider it only from the standpint that the chief executive made an effort to relieve unemployment. It is a powerful talking point for the administration.

Blame on Curley

If the governor's program is finally defeated it is already assured that a large measure of the responsibility will be placed on the shoulders of Mayor James M. Curley of Boston, whose program for other taxation increases has frightened many persons into the belief that the present administration was in for a period of extravagance that would increase the burdens on income and real estate.

Mayor Curley proposed to the governor an increase of 10 per cent in the income tax to be returned to cities and towns to take care of the extraordinary expense for public welfare relief. That proposal is generally credited with scaring many representatives into voting against the governor's program. The representatives heard from their constituents aplenty after that plan was suggested to the governor. The chief executive of the state is in a measure to blame. His foot slipped a little when he appeared to endorse the plan by asserting it was the best proposal that he had seen for relieving the situation. It would have helped if the governor had withheld expression of opinion until after the fate of his own program had been determined. Many persons gained the impression that he was going to saddle an increased income tax on the public in addition to the one-cent increase in the gas tax.

There is considerable confusion over Mayor Curley's latest proposal made to a group of 60 legislators at a private luncheon yesterday. The impression was that the mayor had challenged the governor's program with one of his own design by urging support of a plan to return to cities and towns one-half of the present two-cent tax on gasoline. His declaration that the State Department of Public Works was not prepared to handle more than $12,000,00 worth of highway work in a year was certainly interpreted as an attempt to obstruct the governor's program regardless of later statements of the mayor. The governor's program contemplated an expenditure of some $30,000,000 in highway construction

Curley Denies

Today Mayor Curley said that the thought of interferring with Mr. Ely's program was far from his mind. He said that as a matter of fact he was in favor of a one-cent increase in the gas tax but was princilly concerned with having the cities and towns get one-cent of the present tax, which would only take $5,000,000 from the state highway fund and leave sufficient amount to carry on a more extended program. The mayor said he made it clear that he wanted a one-cent increase in the gas tax but addressed himself more praticulary to his own bill for a return of half the present tax.

The mayor pointed out that at the recent conference of representatvies of cities and towns held in his office there was general support for the increased gas tax as well as for his bill. He attached no considerable significance to yesterday's gathering pointing out that it was but one of a series which other chief executives would arrange to talk over municipal problems with legislators.

This explanation may mitigate to some extent the impression of the conference that the mayor was decrying the governor's program yesterday, but there still remains to come an explanation of his belief that the public works department was not sufficiently equipped to handle more than $12,000,000 worth of construction in a year

The answer to that came today from Chief engineer Arthur W. Dean of the state public works department, who asserted that his force was able to handle without difficulty all the work now under consideration for 1931, including the governor's program. The chief engineer said the department already is in a position to advertise for bids on $3,-000,000 worth of work called for in the program. It also has $200,000 of Chapter 90 work, in which the state, county and communities cooperate, ready to advertise. The department also let contracts for this year's work totalling $2,650,000.

State Force Greater

Mr. Dean said also that contrary to the mayor's statement the engineering force of the commonwealth is far greater than that of Boston, having approximately 700 engineers to Boston's 200.

The willingness of Commissioner Frank E. Lyman of the public works department to co-operate with the governor and his refusal to play politics was largely responsible for the favorable report of the ways and means committee.

When this committee had Mr. Lyman in private session it believe that it could draw from him statements that would justify them in wrecking the program. The inquiries directed toward Mr. Lyman dealt largely with the ability of his department to handle such an extended program. If Mr. Lyman had expressed doubt the committee would have cut it down. The commissioner, however, took the members by surprise saying his department was fully prepared to handle every bit of the work and giving approximate dates and other facts regarding the time when projects could be gotten underway.

SPRINGFIELD REPUBLICAN 3/15/31

Beacon Hill---State and Local Topics

A Legislative Crisis

It is impossible to keep Mayor Curley out of the picture. A week ago he had the headlines with his futile 10 per cent income tax proposal. Now he comes through again with his Parker house luncheon speech to 60 invited guests from among the members of the two branches of the Legislature; and the 60 guests included many Republicans as well as Democrats.

Exaggerated importance, probably, has been attributed to Mayor Curley's flank attack on the public works bill which has passed the House on its third reading. The Boston newspapers fighting the ways and means committee's compromise undoubtedly have found a strong ally in the mayor and it is their role to exploit to the utmost the aid he brings to them. Yet there were members of the Legislature at the Curley luncheon who dissented from his position. Senator Parkman, Republican, who was present, declined to express his views because of his membership of the ways and means committee.

Mayor Curley's assertion that the department of public works is not equipped to carry out efficiently the highway program authorized in the pending bill is old stuff. The same point was urged against Gov Ely's original proposal. Since then the Republican ways and means committee has reported a compromise based on the Ely and Shattuck proposals, and the ways and means committee is utterly discredited if it has reported in favor of a highway program that is beyond the capacity of the department of public works to carry into effect.

Representative Herter of Boston, in supporting the compromise bill Thursday, spoke as a member of the ways and means committee. Quoting now from the Boston Herald's report of the debate:—

> He characterized it as equitable in all details, without political considerations, and a means of carrying out President Hoover's advocacy of an extension of public works expansion during the depression.
>
> "This bill," he continued, "will provide some relief for unemployment. We have been told that it will give work to only 7000. Well, what of it? That will remove many names from the rolls of the public welfare departments which are in substance a dole. The President has resisted extravagant expenditures, but the projects herein provided for are necessary. If they are not completed now they they must be done within the next four years."
>
> He detailed its meritorious features in providing relief from highway assessments from the cities and towns. The House, he said, eventually will have to make a choice between this bill or a huge bond issue for a 10-year elimination of grade crossings.

What the outcome will be it is idle to predict. The ways and means plan, though favored by a majority of the House through its third reading, is under a heavy barrage from big business and is being openly attacked on the flank by Mayor Curley. The powerful motor vehicle interests are fighting any increase in the gasoline tax and hence are enemies even of the ways and means committee bill. It will be interesting to see whether they will line up with Curley, whose latest plan does not include any increase whatever in the gasoline tax. And it will be interesting also to see if all the opponents of the emergency construction program do not concentrate on a distribution of the gasoline tax, either with or without increase, as a means of defeating any proposal that involves a tax increase in any other form.

Yet, all conjectures aside, it is unlikely that Gov Ely will be stampeded. By virtue of his executive leadership he advocated a rational plan for unemployment relief, which had the highest authority to sustain it in principle. A Republican ways and means committee reshaped it and reported a section of it with its approval. In this form the plan, so far as reported, has been accepted by the House, and the governor, as the public understands, accepts it. The course to follow is to go through with the bill to the finish, so far as its essential features are concerned. Let those who seek to kill it take full public responsibility on roll call votes in case they succeed.

The enemies of the bill may create various diversions, as they are doing. To make paramount the question of the relief of city and town treasuries is a diversion. Mayor Curley raises a legitimate question in this particular, for city and town "welfare" expenditures may reach the breaking point if depression long continues. Yet it is fair to insist on one thing at a time. The public works bill is one form of attack on the unemployment problem through the use of the state's credit in a conservative way. The defeat of it and the whole program of which it is a part will mean confusion, and perhaps the final failure of the Legislature to contribute anything substantial to the common weal in this period of crisis.

The Automobile Legal association's determination to fight against making the gasoline tax a matter of emergency legislation and thus immune from referendum proceedings is not based on truth. If the present situation is not an emergency, what is it? It would be a good thing if the legislators at Boston listened less to the Alvan Fullers and the spokesmen for special interests and paid more attention to what is going on back home.

CHELSEA RECORD 3/16/31

Emergency Fund Taxation

Two taxation proposals are before the Legislature and the public, providing for raising the funds for emergency highway construction and to relieve cities and towns from assessments for the State highway fund. One proposal is at present advocated by Governor Ely and the other by Mayor Curley.

The Governor's plan is the bill reported by the Committee on Ways and Means to incraese the gasoline tax from two cents to three cents for a period of four years, producing an annual revenue of $5,350,000 or a total of $21,400,000 in the four years. This would provide $11,500,000 for an emergency highway construction fund, pay interest charges on notes for borrowing and relieve cities, towns and the metropolitan district from assessments for the State highway fund which would release the city of Boston from an annual contribution of approximately $238,000. The State Department of Public Works reports that it is equipped to handle all the work under consideration.

Mayor Curley says he favors the Governor's bill, but also advocates his own bill to provide for a return to the municipalities, in proportion to their State tax assessments, one cent of the present two-cent gasoline tax. This would yield Boston in excess of $1,250,000 to be used for its own highway fund and thus release budget appropriations for welfare purposes. The legislation to return one cent of the levy would be permanent, distributing $5,350,000 to the cities and towns annually. The Mayor says the Department of Public Works is not equipped to handle the construction program in the Governor's plan.

In respect to the statement of the Mayor that the Department of Public Works cannot handle the proposed construction, it is authoritatively announced that the engineering force of the State is far greater than that of the city of Boston, the State having approximately 700 engineers while the city has about 200 engineers in the street and public works department.

The intrusion of Mayor Curley into the Governor's program, first in favor of a 10% increase in the income tax for one year, which he has abandoned in face of protests, and second a permanent division of the present two-cent gas tax, one half to go to cities and towns, is not calculated to advance the Governor's program.

The issue has sharply divided adherents of both political parties and is apt to take some little time before solution..

SPRINGFIELD UNION 3/17/31

City and Town Taxes

The burden of aid to the unemployed has fallen directly upon the cities and towns of the Commonwealth and the result is shown in the general increase of their welfare expenditures. It is as proper as it is inevitable that local civic units should care for their own people and the added cost must be met either by increases in tax rates or by reduction in other expenditures or by both methods.

There is no process by which the State through action of the General Court, can take over any of this burden, for the State has no revenue that does not come from the cities and towns and largely from the same sources that their own revenues come from. From what particular individuals or classes revenue comes matters less than the fact that in any case it comes from the people of the cities and towns. This holds true for a gasoline tax, income tax, poll tax, beverage tax or any other kind of a tax.

Mayor Curley's first plan of a 10 per cent increase in income taxes, might, as he claimed, provide the city of Boston with an extra million dollars but, of course, it would come out of the people of the city. His alternative plan of diverting one half of the existing gasoline tax to the cities and towns would come out of their people, except to the minor extent to which tourists from other States might contribute.

No plan has been proposed by the Governor or in the General Court that would in any measurable degree relieve the cities and towns of the inevitable burden of meeting their own enlarged municipal requirements. On the other hand, all plans, including the Governor's road and building construction plan, call for an increase rather than a reduction of the assessments on the people of the cities and towns.

In addition to this is the unsolved problem of a tax levy for the old age assistance act that the last General Court enacted without providing any method for financing it. It was considered good politics before election to enact such a law but it is now considered bad politics to find the money for it. The implication is that, if the means of financing old age pensions had been incorporated in the bill last year, it would have failed because of reluctance to take the responsibility for the necessary taxes.

As the matter stands, there is no possible way of financing it without adding to the burdens of the cities and towns. That would be the effect of a poll tax or any other tax. Moreover, should the General Court fail to levy any tax but still leave the act to go into effect July 1 next, the cities and towns would be left in the unpleasant situation of financing old age assistance themselves without any tax levies at all, except by increases in their own tax rates and in taxes falling largely on real estate.

This situation would, of course, be aggravated by Governor Ely's easy suggestion of reducing the age limit from 70 to 65. If this General Court resembles that of last year, presumably it would be far easier for it to reduce the age limit than to adopt any measure to obtain the money from the cities and towns for any of it. As the last General Court put the limit at 70 years and left it to the present General Court to find the money, the latter might glibly reduce the age limit to 65 and leave it to the next General Court to find the additional money.

Representative Wadsworth's proposal that the old age pension act be postponed is doubtless a wise one from the point of view of the already burdened cities and towns. But it would be still wiser to add to the proposition that the act shall not go into effect until the General Court, with the approval of the Governor, has accepted the unpleasant responsibility of levying the taxes necessary to carry it into effect.

MODERN TIMES 3/18/31

Mayor Larkin of Medford Favors Curley Gas Tax Plan

Mayor Larkin of Medford, who made the motion before the mayors and selectmen's meeting in Boston for adoption of the Curley plan, favors this plan for additional taxation to provide added sources of revenue for municipal work.

Under the plan of the Ways and Means committee which is the Gov. Ely plan, an additional one cent tax on gasoline would be put into force, the revenue to be expended by the state in additional highway construction.

Under the Curley plan the proceeds from the additional one cent tax would be returned to the cities and towns of the state, to be expended by them in highway construction work.

Mayor Curley has held that so large a program as would be made possible under the additional one cent that the state department would be unable to satisfactorily handle the work.

SPRINGFIELD UNION 3/17/31

Employment in Road Building

To avoid misapprehension regarding the purpose and effect of the plan of Governor Ely, as revised by the Ways and Means Committee and accepted by him, a distinction between the normal road work to be done this season from current revenue and the extra work proposed with the proceeds of notes to be paid within four years should be kept in mind. In effect the proposal is to add one third to the normal work, using a one-cent increase in the gasoline tax, or a necessary part of it, to pay carrying charges on the loans for this additional third. As this additional road work would be normally done within the next four years anyhow, the proposal is simply to anticipate the future by doing it this year for relief of unemployment.

How much it would relieve unemployment, therefore, is an important point to be considered. Representative Herter, a member of the Ways and Means Committee, stated in defense of the plan at the Curley dinner, "This bill will provide some relief for unemployment; we have been told that it would give work to only 7000. Well, what of it? That will remove many names from the rolls of public welfare departments."

The implication here plainly is that the $10,000,000 additional expenditure from borrowed funds would provide work for 7000. But were that true it would mean that the whole road program proposed would provide work for three times as many or about 21,000. It is understood that from unexpended balances, from money available through the Federal aid act and from the proceeds of the existing two-cent gasoline tax for the current year nearly $20,000,000 is or will be available and this with the $10,000,000 carried in the proposed bill will make a total of nearly $30,000,000 for road work this season, work which the Department of Public Works is prepared to undertake.

But as the average ratio of men employed to cost on improved highways is said to be one man to about $4000 of cost, it follows that $10,000,000 of expenditure would provide work for only about 2500 at best. What Representative Herter must have meant was, not that the bill would provide work for about 7000, but that the bill plus the normal work out of revenue would provide for approximately that number. In other words with no additional $10,000,000 the normal road work of the State would provide employment for upwards of 5000. The bill would simply provide for possibly 2000 to 2500 additional. That is the figure therefore by which the proposed bill must be measured as relief to unemployment. It undoubtedly would help some but the public should not be tempted into extravagant ideas as to the extent of the relief. It is a consistent proposition in aid of employment but its value in relation to employment through revived industry and business generally is obviously limited.

Modern road work is to a large extent a matter of machinery and, of course, it is this type of road work that is contemplated by the Department of Public Works, whether it has its normal resources of nearly $20,000,000 or has $10,000,000 additional. Only by greatly increasing the cost and curtailing the extent of road construction could additional man power be gained by a reduction of mechanical processes.

NEWBURYPORT NEWS 3/20/31

THE MAYOR AND THE GOVERNOR

Attention is focussed just now on two Democratic chieftains who are in danger of coming into conflict with each other. We have in Governor Ely an affable, genial gentleman with a mind of his own, and still considerably surprised at becoming in fact an idol of his whole party and the governor of the state. Mr. Ely is something of a fighter and yet he has the power too of self restraint. If we are not mistaken he has been considerably riled at the actions of the legislature and yet he has kept his mouth shut. It is a great man who can conquer himself. He is naturally the head of his party just now and if he is big enough he may long be with Senator Walsh the guiding hand behind the Democrats.

Opposed to him, however, is the active and genial Mr. Curley, a powerful and brilliant candidate for the governorship at some future date. Mr. Curley is a man of astonishing energy. His mind has a marvelous activity. He is forced just now to be a little bit of an economizer although at heart he is one of the very best spenders in public life. As mayor of Boston he is about as big a man as the governor of Massachusetts. The voters are now unconsciously comparing the two men. Although generally working for the same ends they are actually rivals and are in continual conflict. The Democratic voters will some day point thumbs down at one or the other. Governor Ely gives the mayor every opportunity to join in his councils. The state at large has probably more confidence in the governor's taxation views than it has in Mr. Curley's.

It has been said that Mayor Curley thinks that day lost whose low descending sun sees no new scheme of spending money proposed. He lately astonished us by proposing a ten per cent increase in the income tax, and the governor made a momentary error in saying that this piece of advice was the best suggestion yet brought to his attention. Although the mayor has greatly grown in mental stature since he first entered politics he is still such a politician that suspicion throughout the state meets all his taxation suggestions. On examination they all bring great relief to Boston and also consolidate the Boston vote. In the late brush between the mayor and the governor it is safe to say that eventual victory will be with the governor. He certainly has a wider outlook than Mayor Curley.

WORCESTER POST
3/17/31

Evacuation Day Is Observed in Boston

Belated Tribute Paid to Famous Native Son, General Henry Knox, Who Brought Guns to Dorchester Heights and Won Bloodless Victory

By JOHN B. KNOX

BOSTON, March 17 (AP)—Boston, celebrating today the 155th anniversary of its evacuation by the British in the Revolution, pays belated tribute to a famous native son, General Henry Knox.

Astonishment gripped Sir William Howe, commander of the British forces here on the morn of March 5, 1776, as he trained his glass on Dorchester Heights. For there, frowning down at him, was an ugly array of cannon —cannon the Americans were not supposed to possess.

The miracle that brought those guns to the American Army investing Boston was of General Knox's making.

Knox, born of Scottish-Irish parentage in Boston in 1750, was early in prominent in the colonial militia. He was one of those who tried to prevent the Boston Massacre in 1770. A true Bostonian, he opened a bookstore in 1771, bit he left his books a few years later to fight at Bunker Hill, on the heights north of Boston.

Inadequately prepared, the Americans lost. The youthful Knox then planned the defenses of the camps of the untrained army, raw levies from New Hampshire, Rhode Island, Connecticut and Massachusetts, outside Boston. During that first long winter in which Washington, the new commander, organized his troops, Knox, then only 26, was off on an arduous mission.

Sleds

He was in charge of an expedition to Fort Ticonderoga on Lake George, New York. With characteristic energy, he and his men succeeded in hauling 50 cannon on sleds drawn by oxen over the long trail, through forests, over hills and across unbridged rivers, to Washington's headquarters in Cambridge.

Thus prepared, Washington seized Dorchester Heights, south of Boston. The move was similar to that of the Americans nearly a year before in occupying Bunker Hill. Better equipped, this time, they were further favored by fortune, for a storm lashed Dorchester Bay that day and the British could not cross. Before the storm abated, Washington's position was so secure that the British dared not attack. Under threat of having the town knocked to pieces about him the British commander sailed away March 17 with his 8000 troops and 1000 Loyalists, for Nova Scotia.

Bloodless Victory

This bloodless victory accomplished what Bunker Hill had failed to do. Left the Americans enriched with supplies, and emboldened friends of the Revolution everywhere.

Knox's service also included the battles of Trenton, Princeton, Monmouth and Yorktown. He was one of Washington's most trusted advisers and, as artillery chief, brought the American guns to a high state of effectiveness. He was promoted to major general and became secretary of war under Washington. He founded the military academy at West Point.

But the exploit for which he is chiefly honored by his native city and Mayor James M. Curley on this anniversary is his service in helping force the British from Boston.

A memorial tablet, unveiled today on the heights of old Fort Park in Roxbury, reads: "Major General Henry Knox, born in Boston July 25, 1750, chief of artillery, Continental Army, founder of military academy at West Point, first secretary of war, 1789, commanded the expedition which brought greatly needed cannon from Ticonderoga, thereby compelling the British to evacuate Boston, 17, March, 1776. This memorial tablet placed by the City of Boston, 17, March, 1931. James Michael Curley, Mayor."

BOSTON PAYING BELATED TRIBUTE TO GENERAL KNOX

Hub Celebrates 155th Anniversary of Evacuation by British

Boston, Mar. 17, (AP)—Boston, celebrating today the 155th anniversary of its evacuation by the British in the Revolution, pays belated tribute to a famous native son, Gen. Henry Knox.

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KEENE N. H
SENTINEL 3/17/31

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WORCESTER TELEGRAM
3/17/31

"Direct" Help Is the Dole

Those persons who, for one reason or another, oppose the emergency highway program sponsored by the joint ways and means committee of the Legislature should be wary of picking up the gasoline tax bill of the mayor of Boston as a weapon against it. The Curley plan would turn back to cities and towns half of the present gasoline tax as a measure of welfare aid. The most stressed argument in its behalf is that the funds thus released would go for "direct" help to the needy, whereas the highway program would supply only "indirect" help—the jobs which the program is designed to create being regarded apparently as an indirect form of help.

This flaming devotion to "direct" help is a sudden—and it must be said, too—an unexpected development. Resolved into its elements, "direct" help is nothing other than the dole under another name. The welfare departments of cities and towns dole out help to the needy. To be sure, it is a proceeding with which no one can quarrel. When fellow-townsmen are in need the rest of us must help them; indeed are anxious to help them. This willingness on the part of the rest of us, however, does not modify the circumstance that the help thus extended is to all intents and purposes the dole, against which so many sociological considerations contend. Also there are many among the needy who, because of reluctance to ask for charity, shy away from the dole.

Much more desirable sociologically and much more desirable from the standpoint of those among the needy who are where they are because, through no fault of their own, they can find no employment is a plan whereby jobs rather than doles can be furnished.

It is jobs which the highway program would furnish. If we could furnish enough jobs the necessity of giving doles would be cut to a minimum. Unhappily it is impossible to furnish enough jobs. Doles (or welfare work) must be continued, and continued on a rather generous scale for some time to come. That at least is the prospect at the moment. But even so, we should not lose sight of the realities. We should always be alert to substitute jobs for doles wherever and whenever we can. Mayor Curley's bill, it would seem, tends the other way around. It would give the doles precedence. Since the terms of his proposal are not at all compatible with the terms of the ways and means program, the one is necessarily destructive of the other. Of the two the ways and means program is infinitely preferable. Later a more suitable mode of aiding the cities and towns to meet their welfare expenditures can be devised.

SPRINGFIELD REPUBLICAN 3/17/31

Mayor Curley's Latest Proposal

Though Mayor Curley protests that his new proposition for returning the receipts of one half of the present 2 cent gasoline tax to the cities and towns is not intended to interfere with Governor Ely's additional $10,000,000 for highway construction, it nevertheless appears to have the usual relation of a monkey wrench out of place in the machinery.

The purpose of the Governor is to put $10,000,000 of borrowed money on top of about $20,000,000 of available revenue for advanced road work in aid of employment. Mayor Curley's new proposition is to divert about $5,000,000 from the 2 cent gasoline tax to the cities and towns to enable them to offset increased expenses due to providing for the unemployed. His theory is that this money could be used by the cities and towns for their own road or street work, thereby releasing an equal part of their normal revenue to be applied to unemployment costs.

Curley's assumption that this would leave the State money enough to do all the road work it can do efficiently with its technical equipment does not appear to be well founded. at any rate the Commissioner of Public Works has given assurance that he has completed plans for all the extra work that the extra $10,000,000 would permit, and he ought to know about that better than Mayor Curley who seems to be especially eager to obtain about $1,000,000 somehow for Boston.

His present proposition may be regarded as a substitute for his original proposal for a 10 per cent increase in 1930 income tax returns—a proposal which the Governor first indorsed and then dropped. Instead of picking it up again Mayor Curley has put in a bid for revenue from the gasoline tax. If there is slight possibility that he will get it, the effect may be to prevent the Governor from getting what he wants. Monkey wrenches in machinery often act in that way.

SPRINGFIELD UNION
3/17/31

A Problem of Offsets

One question that until settled may delay action on the Governor's proposals as revised by the Ways and Means Committee for additional highway work this year is as to the methods by which additional expense to cities and towns can be offset. Under the revised proposals the gasoline tax would be increased to three cents for a period of four years, the proceeds being applied to road construction plus a building for the Department of Works, while, at the same time, the cities and towns would have abatement of the assessments under the existing law in connection with state road work. It is estimated that the total of such abatements for the four-year period would approximate to the cost of the increase in the gasoline tax.

One difficulty with this offset undoubtedly is that it would be very unevenly distributed among the cities and towns. This would be especially the case with some of the cities in which the State does little or no highway work. Yet it is in such cities that the increased welfare requirements have been heaviest in the past year and doubtless will be heavy for much of the current year.

Mayor Curley who is naturally concerned over the increased budget for Boston has proposed that one cent of the gasoline tax be returned to the cities and towns in proportion to their valuations. While this would return to the cities and towns a much larger sum annually than would be gained by assessment abatements, it would go so far as seriously to curtail Governor Ely's additional road work. It is understood that the Governor favors a compromise whereby, as a substitute for the abatement of assessments, one half of a cent of the proposed increase in the gasoline tax would be returned to the cities and towns.

Undoubtedly this would permit a much more equitable disposition of benefits to the cities and towns and presumably it would not interfere, as Mayor Curley's proposal would, with the Governor's major proposal of advancing road construction to the extent of $10,000,000. Apparently his major proposal is not likely to have smooth sailing unless it is so arranged that the cities and towns can count on definite benefits from any increase in taxation.

FALL RIVER HERALD-NEWS
3/17/31

MAYOR CURLEY'S PLAN.

There is good ground for agreement with Mayor Curley of Boston that there is a limit to the amount of money that can be economically expended by the State Highway department in road work in a single season. The point was raised by the Boston mayor at a conference with members of the legislature at which Governor Ely's plan for increasing the highway fund to $30,000,000 by raising the gasoline tax and by loans was discussed.

Mayor Curley contended that the department already has $20,000,000 in sight from the present automobile fees and gasoline tax. He recommends that the present tax be retained and that one-half of it be given to the municipalities to relieve them by so much as their allotment amounts to from equivalent appropriations for public welfare purposes. The amount thus allotted would be about $5,000,000. That would leave $15,000,000 for state highways.

Everybody will agree that the proper expenditure of such a sum in one year requires much preliminary planning. Even after the work is designated, a long time must elapse before the engineers' plans are completed. Mayor Curley is reported to have said that $15,000,000 was at least $3,000,000 more than the department could economically expend this year, a conclusion that merits consideration in the proposals to put more money into the hands of the department.

Some misgivings may also be felt by people who have observed modern methods of state highway construction about the actual amount of benefit to the unemployed that the expenditure of such vast sums as are being mentioned will afford. Most of the work is done by machinery. The working gangs are comparatively small. Moreover, as Mayor Curley pointed out, not much relief for the unemployment situation in Boston will result from highway construction in the vicinity of Mohawk trail.

These are suggestions which Mayor Curley invites the legislature to consider, and in these days of ascending taxes the prospect of increasing them further by adding to the state debt warrants thorough study of any proposal that will serve the purposes desired without adding to the present burden.

SPRINGFIELD NEWS
3/17/31

Gov Ely Reviews Evacuation Day Parade Staged at Hub

City In Gala Dress As Citizens Celebrate Rout of British From Boston 155 Years Ago

Boston, March 17—Her homes and buildings bedecked in colorful bunting, South Boston today celebrated Evacuation day, the 155th aniversary of the evacuation of Boston by the British.

The entire day was a scheduled round of festivity climaxed with a parade in which 10,000 members of military and civic units took part, headed by Chief Marshal Edward Sheehy and his staff.

Gov Joseph B. Ely, Mayor James M. Curley and numerous other military and civic celebrities reviewed the parade at different points along the line of march.

The parade was in two sections, the first made up of strictly military units numbering about 7000 soldiers and representatives of military organizations, and the second comprised about 3000 members of civic units which included nearly 100 floats of various descriptions.

Earlier in the day hundreds of school children of the district were guests of the city at two theatrical functions.

Senator James J. Twohig, heading a delegation, went to Dorchester Hights and placed a wreath on the monument which designates the spot where Washington's army placed redoubts to gain advantage over the British troops billeted in Boston.

After reviewing the parade Mayor Curley and other city officials proceeded to the new L street bath house on the strandway where the mayor laid the cornerstone to the new structure.

REVERE JOURNAL
3/14/31

REV. R. K. MORTON SAYS MAYOR CURLEY PROTECTS THE HOME

"The present Mayor of Boston has steadfastly sought to protect the home and the public in general from the greedy and unscrupulous venders of smut and vire. Thousands who differ from him politically now stand firmly behind his stand on the censorship of theatrical performances."

This is the opinion of Rev. Richard K. Morton as erpressed last Sunday morning at the Community Church of Christ, Point of Pines. He said in part:

His own sadly afflicted home has been the admiration of the city, and served to tell us all something of love and a high conception of family life.

Men with smut to sell and sensual excitements to arouse do not like the position of Mr. Curley. I believe he hates the obscene and the corrupting. He knows what parents desire for their children, and he knows the possibilities in youth which is not dragged down into the depths of vulgarity and immorality. I stand squarely with him on this issue. I am glad that such a man has power over theatrical productions in the great city of Boston.

I believe it is falsely charged that the Mayor has foistered his ideas upon the community. Even were this true, his ideas about morality are very much higher apparently than those of some unscrupulous and low-minded producers of plays. It is better to have the mind of Mr. Curley than the mind of nobody who cares at all what Boston sees. Mr. Curley deserves the warm gratitude of parents and all others interested in the training of youth and in the public welfare for his attempts to keep Boston free from dirty plays.

Mr. Morton's sermon for Sunday will be "Visitations of Divine Power."

SPRINGFIELD REP
3/17/31

STATE HOUSE NOTES

From Our Special Reporter

Boston's High School Situation

Boston, March 16—Not fewer high schools, but smaller ones is the need for the ever-increasing number of pupils, Chairman Joseph H. Hurley of Boston school board today told municipal finance committee, speaking in favor of committee's petition for $16,977,000, for the next three year's school building program. He would place those desiring to fit for college in a central high school; those not so desiring, in smaller schools in outlying districts.

Against Boston Election Bill

With Democratic members dissenting, the committee on cities this afternoon reported adversely on a petition that provision be made for party nominations and elections of mayor and elective officers in Boston.

Golf Course Licenses

The committee on cities this afternoon reported adversely on petition of Mayor James M. Curley of Boston for law to license outdoor and indoor pee-wee golf courses and games in Boston.

Pulaski Anniversary Measure

Valiant service rendered by Brig-Gen Casimir Pulaski to this country during the Revolutionary war was outlined to the committee on rules today, during a hearing for authorization to have the governor issue an annual proclamation on October 11, Pulaski's death anniversary. No opposition appeared.

Boston Street Bill

Mayor Curley of Boston was lauded by one speaker at a hearing before the municipal finance committee today on his petition to permit Boston to borrow $2,000,000 outside the debt limit to reconstruct accepted streets. Curley's efforts to keep men employed was explained. Chairman Frank A. Goodwin of the Boston finance commission suggested the committee take no action until the Boston budget can be studied. The Boston Chamber of Commerce opposed if it would mean abandonment of the pay-as-you-go policy. The Boston real estate exchange also opposed.

EAST BOSTON FREE PRESS 3/21/31

THE GOLDEN FUTURE

Great Opportunities For Business On Every Hand —Boston and New England Have Unequalled Advantages For Manufacturing And Commercial Enterprises—East Boston's Future Is Especially Promising

By George F. Murphy

It is a crying shame to think tha with all the laudation New Englan gives herself as to her wealth an industry she does not rise up in an quarter and go at her big questions railroads, terminals and airports man fashion. The main question ma be now put. Where shall New Englan —not Boston or Massachusetts— be gin?

No industrial or commercial centr of this day and generation can giv complete service unless all comple ments rail, air and sea-connections ar complete and interlocked.

There can be no other answer t our question than Boston. Boston i the most logical and strategic poin of entry and dispatch for all parts o the world. We have it over New York Norfolk, New Orleans, Philadelphia Chicago and Seattle. We have but t begin where they leave off, for these great terminals must very soon leav off for the very good reason that they can never hope to hook-up with the new and necessary adjunct of aviation by air.

Mayor James M. Curley, of Boston, is about the only individual who does see what is going to happen. Boston is virgin, fertile soil for the modern terminal.

By acquiring Governors Island His Honor has opened up tremendous possibilities if the whole of New England will see it. When we hear of dickerings and bickerings over railroads and differentials we cannot understand why the millions of New England are not put up for the realization of a commercial millenium rather than be crying and trying to get outside Molocks to come in and gobble us up. We yelp like hungry hounds or like poor mendicants. With all our wealth and swivel-chair pomposity we do not rise to an occasion which would place us in the forefront overnight.

Why cannot we finance our own railroad enterprises and terminal requirements? We are open to the sea with room enough and to space from Jeffries Point to Boston Light for all approaches by land and water, with room for warehouses, stock and freightyards, berths for shipping and for hangars and take-offs in the background.

It means co-operation on the part of all six states to steal from New York what she has purloined from us. To rehabilitate our own regional rights of way by land and water. The railroads of New England are as old as the hills in equipment and operation. If outside capital did invest in them they would only take them off the auction block as so much junk and their debentures would be sunk so far below par and normalcy that "all the King's horses and men" would have an easier job with "Humpty-dumpty" than New England investors would have to unscramble their coupons from good fodder for pulp mills.

The financiers of New England and New York know this. To let outside interests grab all our facilities, poor as they are, would mean misery and poverty for thousands of upstate widows and orphans whose forebears gave their lands as rights of way for railroad stock the uncertain earnings of which in the last twenty-five years have at least kept the wolf from the door. Do we intend to give the wolves of Wall Street their way and this prey?

Some years ago under Fitzgerald, Curley, Conry, Walsh and Foss we presented a picture for New England to look at worthy of consideration. New England came, saw, but didn't get it. The present facilities of Boston, which means New England are not worth the dock-mud they set upon.

It is time for Gov. Ely, Mayor Curley and the other Governors and Mayors to sit down and discuss bigger and better things for Boston. Massachusetts and all New England, than gasoline taxes and fine roads. If we are obliged to dig for gold into the pockets of the middle-class as things stand today what are we to do when the Pirates of Penzance make us a way-station and a poor country cousin?

Wake up New England. The best and biggest merger in the world is that of regional (not local) thought, action and co-operation. Co-operation of every decent dollar, co-operation of every wit and scintillative scrutiny, looking toward a future of prosperity and prominence unsurpassed by any sections of these United States or in the world. So far as business and wealth are concerned you can lose New England in the Chicago stockyards, the western auto industrial centers or the Bush Terminals.

But the Bush Terminals have no airports and airports, airdromes and hydroplane takeoffs are now as necessary as docks, piers and freight-yards. This we have on them. We are rarin' to go. Why don't we? Wake up New England!

LOWELL COURIER-CITIZEN 3/16/31

A WARNING TO CITIES

Cities and towns of Massachusetts are warned, and as it happens to be a warning from a legislator whose qualifications for leadership in financial thought and policy are unquestioned we need to heed it, that we are facing municipally the "inevitable consequences of high living." Senator S. W. Wragg tells the state that many of its cities and towns are living beyond their means and we have not the slightest doubt that he is right. It may even be that the state itself is heading into that same category. At least we can all agree that there is wide disagreement regarding financial policies of state and municipalities. Here is Mayor Curley telling Gov. Ely that his expenditure policy is all out of joint. Gov. Ely might well retort that Boston's extravagance is obvious. But it is not the state or Boston that is up for examination by Senator Wragg.

Speaking of the communities in this state outside the actual Boston, we all know that they have been prone of late to spend rather lavishly for themselves and have been rung in with the state and counties for other expenditures. Schools are costing a tremendous amount. Highways, bridges, parks, buildings, payroll, all have been inflated until there is a tendency to stagger under the financial burdens involved. Debts have been piling up and credit has been strained. It is absolutely true today that the banks and financial backers of these great municipal loans are watching municipalities with an eagle eye, testing the ability of a community to repay what it borrows. The financial interests are watchful of the political sagacity of a community, also. It is becoming hard for a city to borrow unless it can present a decently safe statement and even then there are times when financial men are loath to trust their money to the tender mercies of the future developments, and you can't blame them.

When an individual attains a status of inability to manage his own financial affairs a conservator is appointed. The cities and towns are in danger of finding themselves in that condition. Fall River already has come to an ignominous position in that respect just because of a spendthrift and careless financial policy. There was no money to pay a huge debt and no banker would loan that city. It was the end of the financial rope. That other cities are headed into the same situation is unquestioned. They may escape the ignominy but there is no guarantee that they will. They will not escape unless they are watchful of over-expenditures.

N.Y. TIMES MARCH 22. 1931

HARMONY IN BOSTON MARRED BY DISCORD

Disputing Factions Unable to Agree on Many Public Questions.

PLANS FOR WAR MEMORIAL

They Also Differ on Transportation System's Future and the Ever-Present School Problem.

By F. LAURISTON BULLARD.

Editorial Correspondence, THE NEW YORK TIMES

BOSTON, March 19.—Observers, not a few whose opinions are entitled to respect, are saying that the one great need of Boston and the metropolitan district is ability to agree. It is a question if in the last ten years Boston has not marched up more hills and promptly marched down again empty-handed and without stopping to look at the scenery than any other city in the country. Everybody would resent any aspersion on the intelligence of Boston. But nobody can deny that this high level of intelligence is producing a vast amount of argument and very little action. Fine projects languish because discussion does not result in unity of opinion and effective action.

One of the latest illustrations of this chronic habit is the story of the project for the improvement of the Charles River Basin. Chiefly as the outcome of the efforts of the late James J. Storrow, this water park became a completed fact in 1910. Three years ago Mrs. Storrow, for the full realization of her husband's ideas, contributed a million dollars for the further development of the basin, with the one condition that legislative appropriations should supplement her gift.

An act for the appointment of a commission to plan for the improvement was approved on April 10, 1928. The story of the ensuing three years includes reports and supplementary reports, plans and amended plans, hearings and rehearings, an appropriation of $1,305,000, a request for a further appropriation of $1,370,000, a recent reduction of the first appropriation by $25,000 and at last some prospect of an actual start on the work.

The War Memorial.

The story of the war memorial that some time a grateful people will erect in Massachusetts is still a better example of this almost fatal tendency to continue debate without cloture. There is general agreement that the principal memorial should be at the capital of the Commonwealth. There has hardly been any real agreement on anything else, although sentiment strongly supports the inspirational memorial as such with no infusion of utility.

An arch and a bridge across the basin were proposed in 1921; a bridge and a campanile in 1922; a Supreme Court and State Library building in 1923; an auditorium and rotunda with a shrine in 1924; a fountain in Copley Square in 1926; a memorial art centre and museum in the square in 1927; an auditorium at the side and a monument in the centre of the square in 1928, and a memorial in the basin with a minor memorial in the form of a beacon on the summit of Greylock in the west of the State in 1930. The beacon idea was adopted. The plan has been approved, and it now will be erected. As to the major memorial another commission, only the latest in the long series on which many eminent citizens have served, is to make a "further study."

The story of this memorial recalls the record of the Massachusetts Bay Tercentenary. A late start was made in mobilizing public interest for an appropriate commemoration of the founding of the city and the Commonwealth. Elaborate plans were discussed for exhibitions and monuments of various kinds. Many enterprises were abandoned. A dignified celebration was had but none of the large projects for permanent reminders became a tangible fact.

Sometime, perhaps, the problem of the Boston transportation system will be settled. Public control with private ownership of the "El" began on July 1, 1919, to continue ten years with a triple option at the end of the decade—return to the owners, taking over by the State, or continuation of public control, the present control to continue year by year until the General Court should take action.

Action on Transportation Lags.

Debate in the Legislature and out of it started six years ago. The people of the transit district have expressed their preferences by referendum. There have been bills, hearings, committees, special messages, what not. Governor Allen cheerfully announced a couple of years ago that the elevated problem was settled. What had been done was merely to postpone settlement. The present General Court is not likely to take any action.

As an illustration from the city itself, consider the school situation. Into the complicated relationships between the city and the State we may not enter. The municipality is not an independent entity. The General Court governs Boston in important respects. The Finance Commission, appointed by the Governor, oversees Boston with an alert eye for administrative errors.

Two years ago the school committee, much criticized, its budget outside the control of the city, appointed of its own volition a survey commission of eminent membership to report on the conduct of the schools. An outstanding feature of the report was the proposal of a way to remove the official in charge of construction and repair of buildings from all political pressure. The plan went to the people on referendum and carried in every ward. Yet there have been of late serious assaults on this plan which has been under operation only a short time. The Finance Commission forthwith decided another investigation to be necessary and obtained the money for financing it. Today, as the outcome of a hearing "on the hill" on the report of this committee, it is probable that we shall have yet a third investigation, this time by the Legislature.

Meantime, the school committee has spent five years alternately deciding one way and then the other whether or no it shall spend $1,000,000 for a new central high school for girls or for two intermediate schools.

BOSTON FACES A JUMP OF $1.75 IN TAX RATE

State Has Hand in Determining What Shall Be Spent, and Revenues Have Decreased.

Special Correspondence, THE NEW YORK TIMES.

BOSTON, March 19.—A rise of $1.75 in the Boston tax rate is to be expected. The city is operated under a budget system, with a very large share of the total expenditures determined by the State. The budget increases entail a rise of at least $1.04 in the tax rate, while the State Tax Commissioner's estimate of a 20 per cent decrease in the State income tax revenue, which, in turn, is allotted among the cities and towns, makes an additional increase of 75 cents probable.

This situation ensues in spite of various heavy reductions in expenditures. The Mayor announces that he cut the estimates of departmental heads by more than $5,000,000. The most remarkable item in the budget is that which shows the total of salary increases for municipal employes is only $68,000. The total estimate of appropriations is close to $39,000,000.

SPRINGFIELD NEWS 3/17/31

URGES BOND ISSUE TO BUILD SCHOOLS

Boston, May 17 — Mayor Curley is in favor of the building program of the Boston school committee, City Auditor Rupert S. Carven told the legislative committee on municipal finance at a hearing yesterday. Mr Carven said that if the schools do not get relief by a bond issue the tax rate will have to be increased.

Chairman Richard J. Lane of the Boston schoolhouse commission reviewed the work of his commission during the past year and announced that aside from abolishing 59 portable buildings and 20 hired room accommodations the commission had $121,000 left over which it turned back to the school committee. He said the commission is allowed 91 cents on each $1000 valuation for repair of schools and 68 cents on the same scale for new buildings. He advocated reduction of the repair allowance to 81 cents on each $1000.

Contd WORCESTER TELEGRAM 3/21/31

Back of all this is the problem of the cities. Now these are crying for help. On Monday the organized and mobilized mayors and selectmen will hold forth in the big Gardner auditorium at the State House, with their plea, or demand, that the cities profit from the present gasoline tax. With the merits of Mayor Curley's bill we are not here concerned, but we are impressed by the extraordinary picture of an onslaught on the state government by mobilized city government forces, seeking to force the hand of the state. This is something new—not in kind, but in degree. Cities have ever sought relief or favors or justice from the state. This is the first time, within a long period certainly, that a major policy of state taxation has been undertaken and forcefully agitated by organized city government agencies.

In this instance, also, personal political significances are pushed forward for attention. The leader in this movement of the cities against the state is Mayor Curley, one of the ablest, most adroit and resourceful of public men. Success for his plan inevitably would place him in a commanding position. People think locally. If he were to establish the thought that he had won a very substantial measure from the state government, if his leadership could divert from the rural state highways large sums for the alleviation of city financial needs, he would unquestionably become a figure of great popularity in the cities and towns of the state.

Mr. Ely's Leadership

So we see in the Democratic party, as in the Republican, a growing confusion as to possible candidates for governor. Thus far the notable fact in Democratic party affairs as manifested on Beacon Hill has been the successful assertion of party leadership by Governor Ely. It was no light task for him to push his plans to that degree of success which they have thus far had. He has been for the past fortnight the outstanding member of his party in the state. His original plan with its 10-year bond issue did not go through, but he won something quite substantial. Are the next few weeks to see Mr. Curley taking his place in party importance?

As to what the state issues are to be in 1932—the issues on which we shall elect a governor—opinions will continue to differ. In the time of a Presidential election, state issues are likely to fade in importance; yet the state contest does not necessarily follow the national, as we in Massachusetts know from experience.

Senator Watson of Indiana, majority floor leader in the United States Senate, says that economic issues will dominate the next national campaign. On the other hand, Mr. Raskob, chairman of the Democratic national committee, is seeking to emphasize the prohibition issue, and is hoping to break down opposition on that score in the South. These considerations have interest in relation to our coming state contest.

The governor has many troubles ahead—two of them imminent in the necessity for making two important appointments, one to succeed Captain Parker as state registrar of motor vehicles, the other to succeed Mr. Burke on the board of harbor commissioners for Fall River. These appointments were confidently expected last Wednesday. They did not occur. The governor is embarrassed with a superfluity of candidates. He may reflect on the lament of Louis XIV.: "Every time I fill a vacant office I make ten malcontents and one ingrate." Names "mentioned," justifiably or otherwise, for the registrarship, include Frank A. Goodwin, Captain Beaupre of the state police, Deputy Registrar Anthony A. Bonzagni, Alonzo Cook, John J. Maloney, Joseph A. Maynard, Leo H. Leary, and DeWitt De Wolf. Bonzagni is a good guess.

Mr. Sawyer's Convention Plan

The prohibition issue has produced no novelty this week. This is what it most lacks. In the pre-primary convention fight there is, however, a new angle, in the plan proposed by Representative Roland D. Sawyer of Ware, which has as its distinguishing feature a convention numbering 240 delegates, one from each representative district, and no proxies allowed. His point is that 240 is about as large a number as can act wisely and effectively; and the representative district is a logical unit. He might go farther, and take the congressional districts, giving us a nice tidy state convention with 16 or 15 delegates; or even farther and take the councillor districts. That ought to produce a convention that would get results.

Another novelty of the week was Mayor Curley's appearance before the transportation committee, urging that the state fling the doors wide open and admit anyone with a railroad—the Van Sweringens and all the rest. He visualizes a transcontinental line running to and from Boston, with billboards, maybe, along the way saying, "Welcome to Boston."

Again we see the political angle in this. It is an aggressive, bold step, and it serves again to place the mayor in a conspicuous position—which is in no sense a hostile criticism of his suggestion. Thus on two counts—the gasoline tax share plan, and the open door for railroads, Mr. Curley has loomed large in the week's news as a progressive and an aggressive Democrat.

New Bedford Standard 3/23/31; Woburn Times 3/23/31

ASHLEY HITS POLL TAX RISE

Levy Divided Between State and Cities Costly to Latter, He Says

Curley Endorses New Bedford Mayor's Stand Before State Club

Back at his office today after spending a few days in Boston, Mayor Ashley refused comment on the petitions of 20 mills asking abatement of 1930 taxes. He also refused to discuss the proposal of Emile Auger that a finance commission be established for New Bedford.

"I know about the mill petitions and the suggestion of Mr. Auger," said the mayor. "I heard about them while in Boston. I have nothing to say on either matter now."

Will Act for Citizens.

As the time is approaching for setting salaries of city officials, the mayor was asked if he had any comments to make concerning a possible wage cut.

"No," he said. "Except that whatever action is taken on any matter will be for the best interest of the citizens."

At the meeting of the Mayors club on Saturday, Mr. Ashley was called on by Mayor James M. Curley to tell the mayors what he thought of the proposal to increase the poll tax of men by $1 and assess women $2 poll tax, part of the increased revenue to go to the state. In calling upon Mayor Ashley, Mayor Curley spoke of him as a "mayor who has had more experience in governing a city than any of us."

Curley Endorses Ashley Stand.

Taking the floor, Mayor Ashley said: "It actually cost the city of New Bedford $13,000 when we had a poll tax divided between the city and the state. The commonwealth collected from the city its share of every poll tax assessed. We failed to collect some of the polls, but the city had to pay. That is exactly how it will operate this time."

Mayor Curley endorsed that position and added that only 70 per cent of the assessed poll taxes are collected in Boston at a cost of 30 per cent of the revenue to make the collections. The legislative committee on taxation, in his opinion, is seeing a mirage in this respect.

An interesting table prepared by Mayor George J. Bates of Salem, president of the Mayors' Club of Massachusetts, was presented. It showed that if the combined January and February rate of expenditures for outside relief by the public welfare departments of the 39 cities of the commonwealth continues throughout the year, the sum of $14,726,167 will be required to meet the demands. It represents a 100 per cent increase over the demands of last year. The table also shows that the cities will suffer a sharp decrease in income tax returns from the state.

The table shows that during January and February, New Bedford spent $103,241.81 for relief. On this basis, the sum which the city will have to spend during the year for this purpose is $619,450.86, an estimated increase of 53 per cent over the 1930 expenditures. Mayor Bates estimates that New Bedford will receive $149,092 less from the state this year because of lowered income tax returns.

LEGISLATURE TO HEAR RAILROAD MEN'S OPINIONS

Views of Representatives of Leading Eastern Railroads on Boston Port Development Are Sought

Boston, March 25 (AP)—The transportation committee of the Massachusetts legislature today voted to have representatives of leading eastern railroads give it their views on Boston port development. Several hearings for this purpose would be held next month.

The committee's action followed a request by Mayor James M. Curley at a hearing today that railroads competing with the Pennsylvania railroad be heard on the subject of New England transportation in its relationship to the port development.

The roads which will be invited to send representatives are the Chesapeake & Ohio Nickel Plate (Van Sweringen), Canadian National, Canadian Pacific, Baltimore & Ohio, Bangor & Aroostook, and Maine Central and the Penn road corporation which controls stock of the New York, New Haven & Hartford railroad.

Brokers who hold large blocks of stock of the New England roads, supposedly for outside railroads, would also be invited to be present.

Mayor Curley has favored entrance of the Van Sweringen interests into New England in current discussions of allocation or consolidation of New England roads. The Van Sweringen brothers, O. P. and M. J., of Cleveland, have sponsored a plan whereby they would be given control of the Boston & Maine. Today Curley said the

State Should "Induce"

the Van Sweringens to make Boston a terminal for their lines.

Curley said the grain shipments through Boston dropped from a maximum of about 40,000,000 bushels annually 25 years ago to 4,000,000 bushels last year. He held local carriers partly responsible for this decrease, saying that the New Haven road had declined to co-operate with the city and state when a $1,000,000 publicly owned grain elevator was planned.

In support of his suggestion that the Van Sweringen roads be brought into New England, Curley said they tapped the great wheat country of the northwest and operated through Detroit and other automobile centers.

L. C. Probert, vice president of the Pere Marquette railroad and assistant to the president of the Chesapeake & Ohio, both Van Sweringen roads, was present at the hearing.

WOBURN TIMES 3/24/31

GOODWIN QUARRELS WITH MULHERN ON BOSTON'S FINANCES

Says Inquiry Asked Merely to Satisfy Grudge Because Curley Didn't Back Senator For Prosecutor

From Our Special Reporter

Boston, March 26—Echoes of the last political campaign were heard before the committee on cities at a hearing today on the petition of ex-Senator Joseph J. Mulhern of Dorchester to abolish the Boston finance commission.

After Mulhern had made his attack on the commission and its chairman, Frank A. Goodwin, during which Senator Chester A. Allen of Springfield, committee chairman, warned that the committee didn't care to hear personalities, Goodwin, in opposition, declared Mulhern's petition was presented solely to satisfy a grudge because Mayor James M. Curley of Boston didn't support Mulhern for the Suffolk district-attorneyship nomination in the last primary fight after having assured him that he would.

Says Gangmen Backed Mulhern

Goodwin said that after making the promise, Curley found "Mulhern was being supported by bootleggers and gangsters" and so changed his allegiance to Dist-Atty Foley. "Whatever you may think of Mayor Curely," stated Goodwin, "everyone knows that he is personally clean and that in none of his campaigns has he aligned himself with the lawless element." Goodwin maintained Mulhern's attack on the finance commission was in order to get at Curley.

Mulhern, at the outset, asked the committee not to let Goodwin interrupt him. He also went a step farther and asked the committee to investigate the finance commission, stating he believed such action within the scope of the petition. When warned by Allen to keep personalities out, Mulhern retorted some must be resorted to in such a matter.

Charges Extravagance

Then he outlined different investigations the finance commission had made and added, "Nothing escapes the master's eye." He charged Goodwin with extravagant outlays in investigations and printing of reports. He charged "all this bunk" to be a smoke screen to cover the shortcomings and failings of the finance commissioner relative to things that should be investigated in Boston. He charged further, that when Goodwin was removed as motor vehicles' registrar, he entered the automobile-selling business and sold cars to Boston. One in particular did not last long, Mulhern said, but the department head refused to buy another Goodwin car, saying "he was humpbacked from pushing the last around City Hall avenue and up School street. So when Goodwin became finance commissiner, one of the first things he did was to investigate the public buildings department."

"Much outcry and little outcome," was the way Mulhern described Goodwin's probes. He asked how two contractors get all the Boston contracts; why a municipal golf course was bought in West Roxbury at a cost of about $1,000,000; about the purchase of automobile parts by Boston, when the state buys them on competitive bidding system; why the city pays a great deal more for its automobiles than does the state; why an investigation hasn't been made as to why the city pays tremendous fees to real estate experts; why "additions" are permitted to contracts after they are let.

Mulhern asked what the finance commissioner has done about the banking of city funds and asked if he knew that $116,000 was in the Industrial Bank and Trust company, in which the mayor's brother, John Curley was vice-president. This bank was closed by the bank commissioner last week. Mulhern charged the city's money was placed in mortgages on property the mayor's brother was interested in. He asked why the Exchange-street investigation was choked off and why J. L. Dowling lost his job as finance commission chairman.

Says Goodwin "Pocketed"

"Curley has got Goodwin in his back pocket" declared Mulhern. "Goodwin does not dare to investigate any city department. He's Curley's man. Curley got Allen to appoint him to the job for which Curley agreed to support Allen for governor which he did."

Goodwin at the outset said he was satisfied with the suggestion the finance commission be investigated. He charged Mulhern was "sore" at Curley because the mayor supported Foley for district-attorney. Mulhern is angry at the finance commission because it refused to approve a legislative bill which would give a client of Mulhern's $5000 from the city Goodwin said. He charged Mulhern's drive against ex-Police Commissioner Wilson "was instigated by bootleggers as a result of a scrap among the bootleggers." He praised Wilson as an honest man and was sorry he didn't stand up and fight for his rights. Then Goodwin detailed what his commission has done to protect the finances of the city; declared irregularities in the letting of contracts by the public buildings department had been straightened out.

Challenges Mulhern

He challenged Mulhern to tell anything wrong about the municipal golf course project and told of the Long Island hospital conditions, rectified by the finance commission probe which resulted in discharge of 11 employes. In regard to real estate experts' fees, Goodwin said these men are getting what they always get "and always will." Snow removal contract prices were probed and held down, said Goodwin. He asked how he was to know the bank that was closed was in an insolvent condition, and alleged the statement of Mulhern in this connection was merely to connect the bank with Mayor Curley through his brother. The Exchange-street widening proposition was a closed book before he took office, said Goodwin. He could see no reason why the East Boston tunnel project shouldn't go to a reliable concern, even though its bid was $3,000,000 higher than the lowest bid.

Goodwin denied Mayor Curley had been instrumental in bringing about his appointment by Allen as finance commission chairman, saying the mayor knew nothing of the matter until the appointment was made. "I went to Gov Allen and asked for the job, knowing that no one else cared to tackle it," explained Goodwin. "Curley was not mayor at the time, and had absolutely no knowledge of the matter."

Declares "Racket" Halted

Goodwin said he stopped a "racket" in the city hall law department that saved the city thousands of dollars annually. It had been the custom for years to settle street-damage cases, he said, until the practice in 1929 cost the city $176,000. Goodwin said he called Curley's attention to the matter and the next year no cases were settled and the damage claims dropped to $85,000. He also declared he saved Boston thousands of dollars in connection with changes in city activities relating to tax titles and water ncome, and is now investigating the cost of fire apparatus.

He said his policy has been to try o prevent waste and extravagance rather than to let things run until the city has lost thousands of dollars.

Corporation Counsel Samuel Silverman, in opposition, said Goodwin had omitted to mention other things the finance commission has done saving large sums for taxpayers. He told of several lawyers driven out of the business of fake claims against the city, as a result of Goodwin's activities, saving the city $100,000 annually. He praised the finance commission, even though it has gone at his department as hard as any other.

SPRINGFIELD REPUBLICAN 3/27/31

CURLEY HITS FULLER'S POLICY OF ECONOMY

The judgment of ex-Gov. Fuller that economy should be practiced in public expenditures was sharply criticised by Mayor Curley, yesterday, during an address to 75 women of the Boston City Federation about governmental problems.

Speaking of conditions due to depression the mayor said: "It is my opinion that conditions cannot be relieved or aided by the practice of economy or by the cutting of wages even though some business men and some of our former Governors believe that relief can be brought about in this way."

SPRINGFIELD NEWS 3/26/31

FULLER ASSAILS G. O. P. LEADERS IN ANSWER TO LABOR'S ATTACK

Declares Further Increases in Taxation Will Reelect Him Governor

Boston, March 26—Former Gov Fuller renewed his crusade against increased taxation last night by releasing another attack frankly directed at Gov Ely, Lieut-Gov Youngman, President Bacon of the Senate, Speaker Saltonstall of the House and the Ways and Means committee for permitting the enactment of the bill Tuesday to increase the gasoline tax 1 cent for a period of two years.

"It was a Pyrrhic victory," he said, "which the politicians won over the people Tuesday in imposing a further $5,000,000 tax with other taxes to follow. One or two more victories like that on the part of the politicians will make me governor in spite of myself."

Sees Issue At Polls

He predicted that the people will have an opportunity to vote on the gas tax increase as an issue at the next election. He did not make it clear whether it would be as a direct referendum or for him as a candidate to succeed Gov Ely.

Meanwhile Mayor Curley continued his advocacy of his bill to distribute 1 cent of the permanent 2-cent gasoline tax to the municipalities. Under his leadership a group of city and town executives from various sections of the state will assemble in mass meeting at the State House Monday to exert pressure on Gov Ely and the members of the Legislature for passage of his bill.

The Mayors' club of Massachusetts, sponsor of the proposed siege of Beacon Hill, hopes to mobilize most of the mayors of the 39 cities and a large number of the more than 1200 selectmen. Apparently it is proposed to explain to the legislators and the chief executive that refusal to support the legislation will be an invitation to expose themselves to political reprisals in the next election.

The former governor expressed his gratification at the resolution of the group of 55 members of the House who stood firmly against the gasoline tax increase measure in the face of the organized support of the leaders of both parties. He prophesied that their ranks would grow as the progress of the current session reveals additional measures demanding more and greater expenditures.

In reply to a blast directed at him yesterday by the Massachusetts State Federation of Labor he again reiterated his opposition to increased taxation and challenged its spokesmen to make the most of his expressed opposition. The people, he predicted, will stand with him and against those who follow the line of least resistance in voting for more taxation burdens.

Fuller's Statement

Mr Fuller's statement follows:—

It was a pyrrhic victory which the politicians won over the people yesterday in imposing a further $5,000,000 tax, with other taxes to follow. One or two more victories like that on the part of the politicians will make me governor in spite of myself.

I have no doubt a good many of the people are sincere in believing that it is the duty of the government and of them as our representatives to supply the needs of various organized groups out of the public treasury. According to my ideas, that is not the function of government, although I appreciate in opposing these things I shall fall heir to various criticisms of one kind of another.

If a man is opposed to giving the soldiers a billion dollars, whether they are in comfortable circumstances or not, why then he is called unpatriotic. If he is opposed to buying wheat from the farmers if they insist upon growing crops beyond the demand, why then he is supposed to favor industry as opposed to agriculture. If a man is opposed to extravagance in government and high taxes, then he is supposed to favor the corporation.

As a distinguished gentleman said of me the other day, I am opposed to the gas tax because I am in the motor car business. I cannot believe the people of Massachusetts believe that I am opposed to high taxes and high cost of government for personal advantages. If I thought any serious, worthy-minded person would believe that, I could change the conclusion in that respect in short order.

Undue Generosity

I believe that our representatives and congressmen and senators know that a tremendous amount of this extravagance is unnecessary, but they feel that their interest lie along the line of proving themselves generous by giving various groups money out of the public treasury. My conception of the duties of a representative is to realize that he is a representative of the people and that it is difficult to discriminate in favor of a few without doing injustice to many equally worthy people. I have never been able to see, for example, why it was that the butcher, the baker and the candlestick maker should contribute to the pensions for some of our public employes who earn more and work less than the people who have to pay the pension. And that appeals to me as a fair illustration of the general situation.

I believe altogether too many of our representatives are making quick decisions in an effort to appease organized minorities, and I think it leads to trouble and confusion and injustice. Believing that, I am opposed to these special appropriations, and if I am to be called ungenerous because I am not generous with other people's money, or generous in seeking an opportunity to make payments out of the public treasury, why then I am perfectly willing to fall heir to that criticism.

SPRINGFIELD UNION 3/24/31

The Hunt for Taxes.

From the Boston Post.

The so-called highway bill, with its cent extra gasoline tax, will likely be enacted or killed this week. As a compromise measure it has a fair change of becoming a law in spite of very intense opposition The fact that it will require a two-thirds vote in each branch of the Legislature to secure enactment leaves its fate in doubt. But before it has met the test another demand for more money, this time from the cities and towns, looms up.

It seems that only the finesse of Mayor Curley prevented a march upon the State House this week by mayors and selectmen of nearby cities and towns, with the object of demanding that one-half of the present gasoline tax be turned over to municipalities. Mr. Curley succeeded in having such action postponed until the new bill was either dead or a law. But assuming that the bill passes and the mayors and selectmen carry out their proposed program, meeting their demands would throw the entire schedule out of joint once more.

All cities and towns are facing increased taxation on real estate and all officials naturally wish to avoid it as much as possible. A big revenue from the gasoline tax would help them a lot. But, in the long run, it is to be feared it would simply mean that the user of gasoline, the automobile owner principally, would be burdened with a tax even greater than that proposed by the highway bill. A three-cent tax is too much. To go higher than that figure would be outrageous.

Mayors and selectmen confronted by extraordinary expenses due to unemployment and relief, would do well to consider the proposition of cutting ordinary expenses down. There are few places where such a program could not be carried out. But the idea of reducing these ordinary expenses so seldom recommends itself, although Mayor Curley has given a good object lesson with his budget.

Let's have real economy and not the endless hunt for more money from the pockets of the people.

WESTFIELD HERALD 3/19/31

Mayor Curley of Boston continues to be a great help to Gov Joseph B. Ely, in a negative way.

TRANSCRIPT
Holyoke, Mass.

MAR 14 1931

The Governor Worried

Hon. James Michael Curley, Mayor of Boston, and politician extraordinary, must always be reckoned with when plan or policy for the Democratic party in Masscahusetts is being formulated.

Governor Joseph B. Ely, without the cooperation of the Boston democracy, hurdled the highest of obstacles to win his way to the governorship of Massachusetts last fall. It was only natural to look to the rising force of Western Massachusetts' democracy as accepting his new responsibilities with vigor and with a feeling of confidence that he was in sole command.

If Governor Ely assumed the latter, a privilege that was justly his, he has every right to feel now that he is being harshly treated by his fellow partyman, who leads the Democrats at the other end of the state.

There are many strong undercurrents flowing beneath the surface on Beacon Hill—far more than were indicated to the public the past week in the voting on the Ways and Means committee financial report. The three main forces—the Governor, the Mayor of of Boston, and the Republican Legislature—are all in action from the three tips of the triangle.

The climax came yesterday when Governor Ely left for his Westfield home to rest over the week-end, and Mayor Curley called some 60 Democratic legislators to a secret meeting in the Parker House and told them that the Ely $30,000,000 highway construction program was not practical.

This clash between the two powers of the Democratic party threatens to wreck the Ely program. It will, unless the Governor can merge the varying interests, either with a compromise or a club. If he bows to Curley to compromise, he will lose prestige and the power to accomplish that goes with the man who holds the respect of his followers. If he wields the club, he will be declaring open warfare on a man, who is the fastest moving politician, when in action, that we have in the state.

It is not mere fancy to predict that the Governor is having uneasy moments just now.

Is Ely feeling the Curley knife?

REPUBLICAN
Springfield, Mass.

MAR 26 1931

RAIL[illegible]EN ASKED TO OFFER VIEWS ON N. E. CONTROL

Legislative Committee Acts After Mayor Curley Lauds Van Sweringens as Aids in Developing Boston

From Our Special Reporter

Boston, March 25—The legislative committee on transportation has voted to invite spokesmen for the Van Sweringen interests, the Canadian National, Canadian Pacific, Baltimore & Ohio, Bangor & Aroostook and Maine Central railroads and the Pennroad corporation to give their views, in connection with the investigation of outside control of Massachusetts railroads. This decision was reached today following a hearing at which Mayor James M. Curley of Boston earnestly urged that representatives of lines competing with the Pennsylvania railroad be heard on the subject of New England transportation and its relationship to the development of the port of Boston.

Hearings for appearance of such repres[illegible]atives will be held April 1, 6, 8, [illegible]22 and 27. The committee will als[illegible]nvite brokers who hold large blocks [illegible] stocks in New England systems for supposedly outside interests to attend and be questioned.

Van Sweringen Man Present

It developed later, although it was not known at the hearing, that while Mayor Curley was urging the Van Sweringens be given opportunity to speak, L. C. Probert, vice-president of the Pere Marquette and assistant to the president of the Chesapeake & Ohio, two roads owned by the Van Sweringen interests, was sitting in the room. He left the State House without making himself known.

Mayor Curley declared the state should go as far as "inducing" the Van Sweringen interests to secure Boston as a terminal. He called attention to decreased grain shipments through Boston in the past 25 years, saying cargoes dropped from maximum of about 40,000,000 bushels a year a quarter century ago to 4,000,000 bushels last year.

In some measure, Curley held local carriers responsible in the falling off of this grain business, saying the New Haven railroad declined to cooperate with the city and state when it was planned to construct a $1,000,000 publicly owned grain elevator near South station, because the Boston & Albany had 1,000,000 bushels of grain for long-time storage in Boston. Curley said the New Haven's refusal in this instance was not an indication it desires to help the port of Boston. He was confident the grain-carrying business of the port could be improved materially if action were taken to bring about more competition between railroads. He felt confident the Van Sweringens would be interested, because part of their lines tap the great wheat fields of the Northwest.

Sees Boston as Export Center

Mayor Curley also felt Boston could be made the center for shipment of American automobiles to Europe and the Van Sweringens would be interested in this phase, also, because the Pere Marquette operates through Detroit and other automobile-making centers.

"There is a golden opportunity presented in the present situation providing we can capitalize it," Mayor Curley said. "New England is an industrial center. Raw materials must be brought in and manufactured prodcusts shipped out. We have great natural advantages enjoyed by no other port on our seaboard. The interests of the Pennsylvania railroad are largely in Pennsylvania and New York. What justification is there for turning over the New England lines to one carrier whose interests lie elsewhere than in Massachusetts? On the other hand, there is every reason to believe that the Van Sweringen lines would be interested in coming to Boston. Wherever they have located, progress and prosperity have followed. I suggest that they be induced to enter Massachusetts and Boston.

"Things have been too soft with our roads. The Storrow report calling for consolidation of the New England lines may have been a good thing when it was made, but conditions have changed. The railroads here are now paying dividends but are doing nothing to develop the port of Boston. It is time to consider a change of policy in connection with our railroad activities. Let us hear from the Van Sweringens, the Baltimore & Ohio and the other roads which would be interested in doing business with us."

NEWS
Springfield, Mass.

MAR 27 19[illegible]

MULHERN ATTACKS GOODWIN'S COURSE

Boston, March 27—Charges that Frank A. Goodwin, chairman of the Boston finance commission, has failed to investigate city affairs properly, and that he has raised a "smoke screen" to cover his failings were made yesterday by ex-Senator Joseph J. Mulhern at a hearing before the legislative committee on cities on his bill to abolish the commission.

"Mayor Curley has got Goodwin in his back pocket, and Goodwin does not dare to investigate any city department," the ex-senator asserted. "He's Curley's man. Curley got Allen to appoint him to the job, for which Curley agreed to support Allen for governor, which he did."

He said that he felt an investigation of the finance commission at this time would be beneficial.

E.B. ARGUS-ADVOCATE 3/27/31

A TUNNEL AFTER ALL

Mayor's Son Breaks Ground Monday Afternoon for Much Discussed Traffic Tunnel

WILL PROVIDE JOBS

Real Work Will Start Immediately After Preliminary Steps Are Taken. Mason Favors Local Help

Believe it or not, ground has actually been broken for the new $16,000,000 vehicular traffic tunnel, which will eventually connect this Island with Boston. Much has been written and said regarding the benefits which will be forthcoming when the project is completed. It is to be hoped East Boston does profit. There has been much blah-blahing, as is the case in practically every large undertaking, but it begins to look as though work will commence within another month—real work. This will be a godsend to many honest East Boston men, who despite the fact that they are willing to do almost anything for a week's pay, find it extremely difficult to obtain work. At the present writing it is not an easy matter to look ahead and fathom the actual benefit that the tunnel will bring to East Boston and the state in general, but it is safe to add that the results will be appreciable. Quite naturally the beautiful picture painted by Mayor Curley was taken with more than a grain of salt by the majority of persons who were on hand last Monday afternoon to witness the ceremony. His Honor has big things planned for East Boston—cheers and plaudits. Seriously, however, the occasion was very significant in that it opened the way for actual work on the tunnel. Coincident with the actual start of the construction of the East Boston traffic tunnel, the transit commission, after investigation of a report which gained wide circulation and attracted much comment, denied that negroes from outside of Boston constitute the force which Silas Mason & Co., Inc., of New York, has assembled for the job. The unqualified statement that Boston citizens will be given preference in the employment of workers and that as far as possible all materials will be purchased in Boston was made at the exercises, in connection with the turning of the first shovel of earth, by Sam A. Mason, president of the contracting firm, who has already established a residence here.

Excavation Work Started

At the end of the exercises, work was begun on the excavation for the shaft at London and Decatur Sts., East Boston. The excavation will be 35 by 45 feet and of a depth of 45 feet, and as soon as the shield which has been purchased of a Boston concern is assembled, and a compressing plant, tool house, quarters for the "sandhogs" and other essential equipment are completed, the excavating for the tunnel will be begun. Several weeks will elapse before preliminary work is completed. Mayor Curley was the principal speaker, and he devoted his address, which was heard through amplifiers by 7000, to a prediction of the unprecedented commercial and industrial development which East Boston is certain to enjoy. He visualized the landing at the airport of huge hydroplanes, with passenger carrying capacity of from 200 to 300, which will span the Atlantic in 30 hours, and quoted Hugo Eckner and Dr. Samuel W. Stratton of Tech, as authorities for the forecast about the ultimate development in oceanic air travel. Col. Thomas F. Sullivan, chairman of the transit commission, presented the Rev. Fr. William B. Whalen, who offered prayer; President Mason of the contracting firm, and Councilman Timothy F. Donovan. Following the exercises Mayor Curley entertained 50 guests at lunch at the Parker House. Among them were Mayor Thomas A. Tully and Gen. James J. Haggerty of New Haven, who were guests of the city.

BOSTON REVIEW 4/3/31

EASTMAN SPEAKS

Interstate Commerce Commissioner Eastman is a Massachusetts man. At one time he was rated as the only really true friend of the dear people on the commission. There was a time, indeed, when that portion of the press which was then in close affiliation with the railroad corporations looked upon him with suspicion and distrust. That was some years ago.

Today Commissioner Eastman is as intensely loyal to New England and Massachusetts as he ever was. He feels that no more trunk lines should be permitted to enter New England and compete for traffic. It is true that the New York Central controls and operates the Boston and Albany and that the Pennsylvania controls and is preparing to operate the Boston and Maine and the New Haven, but, nevertheless, Commissioner Eastman feels that no more outsiders should be permitted to come in.

He says nothing about putting the New York Central out of the sacred six New England States, and he suggests no positive or really feasible scheme for ousting the Pennsylvania from its present control, which it is steadily strengthening. He feels that the New England roads should be operated and financed by New England people, but, as a matter of fact, some of Boston's most prominent financiers have been aiding the Pennsylvania in its project to control every railroad line of importance in New England except the Boston and Albany, which it cannot grab.

There is nothing in Commissioner Eastman's communication to Governor Ely to justify any suspicion that the Pennsylvania has anything serious to fear from him as it proceeds to make the bulk of the transportation lines of these six States its own property. It would seem to be all the more important that the Governor and all who object to the Pennsylvania's methods and purposes do what they can to counteract the work of those eminent and patriotic Boston financiers who are acting as the Pennsylvania's agents.

E.B. ARGUS-ADVOCATE 3/27/31

OTHER AIRPORT SITES

Apple Island or Revere Marshes Suggested as Suitable Location

In continuing the history of the land upon which the East Boston airport is now located, the liberty is also taken of pointing out several sites that might easily be used for a flying terminal. Aviation is most certainly a rapidly progressing industry and should be developed—and will be. The Argus-Advocate is trying to make clear that the East Boston waterfront should be furher developed for marine purposes. Let the airport locate elsewhere.

Air Minded Legislation

In May 1930, when the bill was before the Ways and Means committee of the legislature providing for the lease to the City of Boston of the additional 100 acres, Thomas H. Bilodeau, legislative agent of the City, Senator Henry Parkman and representatives of various local organizations, urged its passage on the ground that "in the future trans-Atlantic service will be developed between this country and Europe and that Boston must be prepared to secure this business." It was said if the state and city go to sleep, the business will go to Philadelphia or some other port which has more land. Whether or not there was force in that argument, no other use was advanced for the land, or no objection urged at the hearing. The committee favorably reported the bill to the House and it was passed.

Ambitious Improvements Projected

On this enlarged flying field site on which the City of Boston is expending large sums for dredging and filling; which expense must be reimbursed by the state to the city according to the terms of the lease, after its termination, many ambitious aviation improvements are now projected. The city has built and is building structures, the outlay for which can only contemplate the permanent use of the location as a flying field. There is also strong newspaper support, expressed in more than a page of propaganda in the Transcript of December 8, 1930, favorable to the expenditure by the state of a quarter of a million dollars for flying headquarters of the National Guard at this Boston Airport. Legislation was introduced to secure approval of this measure, and executive approval will be sought.

Marine Development Overlooked

To the extent that newspaper rumor and exploitation may represent the intentions of those in authority, a Washington dispatch of October 23, 1930, to the Boston Herald, with reference to the proposed recession of Governor's island by the National Government, may be noted. This dispatch said; "Construction of a $20,000,000 airport, which will give Boston the best air terminus in the world and provide work for 1500 men, 500 of them at once, hung tonight on the manner of transfer of Governor's island, in Boston Harbor from the Federal to the City Government."

Chamber of Commerce Forgets

While Mayor James M. Curley was in Washington, interviewing President Hoover, the heads of the departments, General Summerall and others in connection with the acquisition of Governor's island for Boston, the Boston Chamber of Commerce sent him a telegram cordially supporting his efforts to expedite transfer of Governor's island from the War department to the City of Boston "for development in connection with Boston municipal airport for dirigible base. Full and coordinated development of airplane, seaplane and lighter than air facilities at airport will not only be of great value in domestic and future trans-Atlantic air transport, but will provide general air base for northwestern area in connection with national defense." This is how far the Chamber of Commerce has wandered from the port plans of 20 years ago.

Seaport or Airport

In justice to the financial interests of the state, the business and transportation interests of Boston, the prosperity of New England, and a fair break for both the marine and air interests of the Commonwealth, it should be presently determined whether Boston shall be a seaport or merely an airport; whether the fore shore of 2,500 feet on the main channel of the Harbor shall be reserved for and devoted to wharves, piers, warehouses, railway terminals and other needs of the great marine port of New England and consequent expansion of trade and world commerce, with employment for many thousands; or, whether it shall be turned over to the purposes of a flying field; which, as a commercial proposition will be a heavy outlay for years, never adding to the commerce of the port the value of a bushel of wheat or a ton of coal and not paying to the community the wages of fifty men.

Why Not Elsewhere?

Certainly we need an airport; one to cost $20,000,000 if necessary, but why pick on the East Boston waterfront? The state has already invested $2,000,000 or more in that location for marine purposes and this is now turned over to the city in two leases, at a dollar a year, each, for ten years. Not a very profitable investment if it be continued and with no promise of adequate return if the leases be made permanent on any terms. The East Boston waterfront is needed for marine purposes. It is the most available location in the harbor for piers and terminals. A Boston airport may well be provided for at little expense, in several other locations.

Apple Island or Revere Marshes

Why should the city expend enormous sums in filling state land to grade, held on a lease with only seventeen years to run? Why should not the city fill the flats around Apple island which it now owns, providing an airport with three times the present air field acreage, affording runways 4,000 feet long and a suitable anchorage and landing place for airplanes? Apple island could be developed at little more expense than at the present channel front location, into a field of 350 acres, one of the best in America. If Apple island be deemed undesirable for that purpose, there are yet the great Saugus river marshes in Revere and Malden, only a minute or two further removed from the State House by automobile, than the present airport and on which a lease can be had for 99 years at a dollar a year for a large portion of the area required, according to a public announcement by Senator Brodbine. These two locations for airport purposes would benefit the surrounding communities and drive no commerce from Boston.

Governor's Island Essential to Port

Governor's island, as a location for a dirigible mooring mast, would be objectionable near the airport at its present location. Air craft is also objectionable when operated too near to shipping. With a dirigible swinging a thousand feet or more over the main channel, shipping would have little chance to pass in or out from Boston. A mooring mast should be a substantial distance from a landing field and from the wharves, piers and channels of shipping. Governor's island should be the property of the city or state to be used as a free port location or for other commercial purposes of the harbor.

The third, and concluding installment of the history of acquiring these lands, and the purpose thereof, will be published in next week's issue of the Argus-Advocate.

WORCESTER TELEGRAM 3/27/31

Mulhern Asserts Goodwin Is in Curley's "Back Pocket"

Former Senator Flays Hub Finance Board Head Before Committee on Cities— Latter Says Accuser Is "Sore"

By Telegram State House Reporter

BOSTON, March 25.—Former Senator Joseph J. Mulhern of Boston declared before the committee on cities today that Frank A. Goodwin, chairman of the Boston Finance commission, was in the backpocket of Mayor James M. Curley, who got Governor Allen to appoint him "for which Curley agreed to support Allen for governor —which he did."

Chairman Goodwin, replying, said Mulhern was sore because Curley after agreeing to support him for district attorney threw his strength in the end to William J. Foley having found "Mulhern was being supported by bootleggers and gangsters."

The hearing on the bill to abolish the finance commission thus provoked many echoes of the November election campaign while a crowded committee room listened to the personalities with evident enjoyment.

Bootleggers' Scrap

Goodwin charged that the drive which Mulhern made against the administration of former Police Commissioner Wilson "was instigated by bootleggers, as a result of a scrap among the bootleggers."

Goodwin also said Mulhern was displeased at the finance commission refusing to approve a bill under which a client of Mulhern's would be paid $5000 by the city.

"What's this all about anyway?" Mulhern asked. "The chairman of the finance commission during the last yeaer touched on jay-walking, administration of judges, automobile insurance, safety programs, formation of employes' associations and now he's on schools. Nothing escapes the master's eye."

Mulhern declared that Goodwin has stated that he has investigated eight departments. The former senator said that when Goodwin was removed as registrar of motor vehicles, he was engaged by an automobile concern and shortly afterwards began selling cars to the city. One of these cars was sold to the public buildings department and the speaker said in due time it became necessary to purchase another machine. The superintendent of public buildings refused to take another of the Goodwin cars.

"He was hump back from pushing the last car around City Hall avenue and up School street," said Mulhern. "So when Goodwin became finance commissioner, one of the first things he did was to investigate the public buildings department."

Goodwin Explains

Goodwin spoke of irregularity in the contracts made by the public buildings department and of the situation being straightened out.

"They are not now doing the job on the public in the way they did before," he added.

Goodwin denied that Mayor Curley has been instrumental in bringing about his appointment to the finance commission saying that the mayor knew nothing of the matter until the appointment was announced.

"I went to Governor Allen and asked for the job knowing that no one else cared to tackle it," he remarked. "Curley was not mayor at the time and had absolutely no knowledge of the matter."

WOBURN TIMES 3/25/31

STATLER FOUNDATION PRESENTED TO CITY

An attractive fountain, erected in Statler Park by the Hotel Statler, Inc., in memory of E. M. Statler was formally presented to the city of Boston yesterday by Frank A. McKowne of New York, president of the hotel corporation.

In the presence of 500, McKowne made a brief presentation speech and Mayor Curley, who was responsible for the creation of the park, accepted the gift.

President McKowne entertained the mayor and 50 other guests at luncheon at the Statler, at which the mayor ventured the prediction that the next five years will be marked by a development of the district in the vicinity of Stuart, Arlington streets and Park square which will add many millions to the real estate valuation.

In the afternoon Mayor Curley forwarded a basket of flowers to Mrs. E. M. Statler in New York.

CURLEY APPROVES $100,000 BAND FUND

Mayor Curley yesterday gave his unqualified approval to the campaign to obtain an endowment fund of $100,000 for the Boston Fire Department Band, Inc. Conferring with Russell S. Codman, Jr., Gordon Abbott, Jr., and Corporation Counsel Silverman, the mayor issued a statement in which he characterized as "unjust and unwarranted" the criticism of the campaign by Councilman Clement A. Norton.

"In the opinion of the corporation counsel," said the mayor, "the organizers of the movement to raise funds for the maintenance of the Boston Fire Department Band, Inc., are acting within their legal rights, and in view of this opinion, I sincerely trust this most worthy work will receive the approval and support that it deserves from the public."

WINCHENDON COURIER 3/19/31

Courier Comments

Mayor James M. Curley of Boston wants the legislature to enact a law that will allow one-half of the gas tax to return to the Massachusetts cities and towns to be used for highway purposes. The idea has merit and would no doubt result in a more equal distribution of highway improvement.

EVERETT HERALD 3/19/31

WANTS EVERETT PRICE

Mayor Curley on Monday asked Supt of Schools Burke of Boston to demand that those supplying the milk to children in Boston schools but their price 25 per cent. Mayor Curley said that in the city of Everett the school-children paid three cents for a half pint bottle of milk, while in the Boston schools they pay 4 cents.

QUINCY PATRIOT-LEDGER 3/27/31

YOUNGMAN ASSAILS PRE-PRIMARY MOVE IN TALK AT MILTON

Hints of Mayor Curley as Next Democratic Nominee for Governor—Sen. Mackay Defends State Legislators as Faithful Public Servants

A severe attack upon the proposed pre-primary political convention and the Republican leaders who are urging its adoption in this state featured the address of Lieut. Gov. William S. Youngman, who was one of the speakers last night at the Legislative Night dinner of the Men's Class of the Mattapan Baptist church in Milton. Former Rep. Charles B. Webber presided and the pastor, Rev. A. B. Webber, offered the invocation. There was a large attendance. Councilor Chester I. Campbell, who was expected, was unable to arrive.

Curley for Governor

Mr. Youngman, who intimated in the course of his address that the next Democratic nominee for governor might not be Governor Ely, but Mayor James M. Curley, referred to his own efforts to obtain a college education and his observations of the workings of the old convention system of nominating candidates. He saw nothing in the adoption of a pre-primary convention but political corruption through the use of money, and urged that the proposed change be rejected by the voters. He denied vigorously that he was neutral on the gasoline tax bill as reported by a Boston paper.

Mr. Youngman's views were not shared by Sen. John D. Mackay, who spoke later. The senator did not express any opinion on the merits of the proposed pre-primary convention, but said that from a fairly intimate knowledge of delegates and politicians in both parties he felt that, while there was much difference of opinion on public questions, they were all eager to make a record for faithful and proper public service. He had touched elbows in the Legislature with men of much wealth and men of very limited means and he had found that they were quite alike in their desire to do what was right. "Let us be careful" said Mr. Mackay, "not to create the belief that public servants can be bought like fish on the wharves of Boston. Political corruption in this country is largely confined to three large cities. It is not true that every man has his price and we make people undervalue their citizenship if we allow them to get such an impression."

Rep. Babcock Speaks

Rep. Josiah Babcock spoke interestingly about measures in the Legislature which affected the town of Milton. He referred to the Senate as the graveyard of legislation and admitted that some at least of the bills passed in the House deserved to be buried deep. Representative Babcock, who is a member of the legislative committee on towns, told about the plight in which some towns found themselves and said the people of Milton had cause to feel thankful for what they had in the way of public utilities and public service.

He denounced employers who paid their employes low wages and said that the light of publicity should be turned on their practices. He also emphasized the importance of every legislator being in his seat and ready to vote on every important measure, whether a roll call was ordered or not.

QUINCY PATRIOT-LEDGER 3/26/31

CURLEY URGES USE OF GRANITE IN P. O.

Mayor Curley yesterday wired Ferry K. Heath, assistant secretary of the treasury, an appeal for the use of granite in the construction of the federal building. His message was: "Every commercial and industrial interest in Boston, Massachusetts and New England are united in declaring that the construction of the new Boston post office requires the use of granite. I sincerely trust that you can issue the necessary instructions in compliance with the wishes of these important interests."

WORCESTER TELEGRAM 3/30/31

Welfare Work And Criticism

Wherever welfare agencies are at work in these times of unemployment, much criticism arises of methods of distribution. Worcester has not been exempt from the symptom. In Boston just now, the city's relief activities are being attacked generally with charges flying that city relief has become a racket. The mayor "calls a halt" in the jargon of the headline-writers, and will require that all future aid be given in goods. Moreover, he orders the able-bodied jobless be provided with work for the benefit of the city.

The criticism centers principally on the use of relief funds to pay instalments on homes, radios and what not. Here is a controversial point. The man who is paying for his home ought not to be deprived of his last assets, many will say. Certainly there are two sides to the question, and the family head who accepts $15 or $20 a week in doles and uses some of the money to keep his home should not, perhaps, be stigmatized as a racketeer.

But the Boston mayor's declaration that recipients of city aid must be put to work will be less controversial. Moreover, application can be made in almost all cities. Here in Worcester, something of the same problem exists. Giving aid to hundreds, except when the streets were covered with snow the city found considerable difficulty in providing work for any considerable proportion of the recipients.

Here is a constantly recurring problem which neither Worcester, nor Boston, nor any other city has yet worked out satisfactorily. In periods of depression, the community must support the destitute. For the most part, those who receive municipal aid are willing, even eager to work for their money. The difficulty is in providing work.

One reason why the work is not provided perhaps results from the human propensity to forget adversity. When hard times let up and good times come, we try to forget about our former distress. Consequently, we study very little the past problem, and are little better prepared when it comes back at us in the future.

Sooner or later, such studies must be made. Today, it perhaps would be impossible to secure that coordination of all city departments which would provide work for the able-bodied beneficiaries of city relief. While more men could palpably be used to grade and repair streets, to clean parks and otherwise provide for better maintenance of public works, the problem of distributing their work has not been solved.

Sooner or later, the problems of today will be cured or alleviated. But there is every prospect of a recurrence. When that recurrence comes, Worcester, with Boston and other cities, should be better prepared to insure some useful return on the moneys spent to relieve the jobless.

North Adams Transcript 3/27/31

Curley Leads Fight For Gasoline Revenue Sharing

Heads Young Army of Municipal Officials Who Will March on State House Monday to Urge Passage of Curley Bill Which Would Give One Cent of Permanent Two-Cent Tax to Cities and Towns — Fuller's Hat in Ring—Railroad Situation to the Front.

(Special to the Transcript)

Boston, March 27 — Headed by Mayor Curley of Boston as their generalissimo, a young army of municipal officials will march to the State House on Monday to urge passage of the Curley bill which provides for distributing one cent of the permanent two cent gasoline tax to the cities and towns of this state. In the invading host will be the mayors of many of the 39 cities of the state and a large number of the more than 1200 selectmen of the towns of the state.

Cities and towns want as much revenue as possible, in view of the large sums they are paying out in poor relief in these days of depression. Apparently these municipal officials believe that they can impress upon the minds of the legislators that if they refuse to support this legislation they may suffer political reprisals from the home folks at the next election.

With the passage of the gas tax bill, imposing an extra cent on gasoline used in motor vehicles, Governor Ely won a mighty victory, triumphing over a Legislature of different political complexion than he wears. The passage of this measure, however, opens new fields of activity.

A petition for a referendum on the gas tax increase has already been filed at the State House. Whatever the fate of this petition may be, one thing can be safely assumed. The attempt to put the gas tax increase question before the voters for a direct vote was in no way intended to stop the operation of the present law.

The Legislature tacked an emergency preamble on the measure, which means that it is immediately effective. No referendum petition can stop the operation of this law. The referendum is aimed at further increasing the gas tax. Opponents of increased gasoline taxation feel that once the Legislature has found an easy way of raising revenue they will continue in this way. These gas tax opponents want a vote of the people so that the Legislature may be "instructed" not to indulge in any more gas taxes in the future.

Governor Fuller predicts that at the next election the people will have an opportunity to vote on the gas tax increase although he does not make it clear whether he believes that the voting will be on a referendum question or on the question of his succeeding Joseph B. Ely as governor.

Fuller's Hat in the Ring

Former Governor Fuller's hat is practically in the political ring. He says that more victories for the politicians on Beacon Hill like the gas tax victory will make him governor, in spite of himself. This, translated into ordinary English, means that Fuller is itching to get into a campaign with Ely.

This should tickle Ely almost to death. Ely could have ignored Fuller's attacks on him in connection with the gas tax bill, in fact, many Democrats thought it unwise for Ely to take one or two raps at Fuller as this started a squabble and gave Fuller a starting point for his campaign.

Ely replied to the Fuller criticisms and Fuller became so excited that he finally almost admitted his candidacy.

Then Ely smiled for he has the spectacle of Fuller, Lieutenant Governor Youngman, President of the Senate Bacon and possibly former Governor Allen all out as potential candidates against him.

These three Republican possibilities must confront such troublesome issues as public expenditures, the pre-primary convention idea and our old friend, prohibition, the greatest thorn in the side of the Republican party.

Fuller is against large public expenditures and has been recorded in the past as a dry. Youngman is devoting his efforts to opposing the pre-primary convention plan, sponsored by many Republican and Democratic leaders. He is not getting into any argument over the Ely financial program.

Bacon is playing his cards cleverly. He went to Springfield to let the western part of the state know first hand how wet he was. He voted unnecessarily in the Senate in favor of the gas tax increase bill.

Allen always watches politics closely. When he was defeated by Ely it was generally assumed that he would run at the next election. Now that is not so sure.

So while the Republicans have various candidates for the gubernatorial nomination each holding different views on the major questions, Ely, whose position on these questions is well known, just sits on the side lines and watches the scrap. For once the "Demies" are enjoying a battle within the opponent's ranks.

Fuller certainly got all the publicity he wanted in his controversy with Ely. After the smoke of the battle had died down the state branch of the American Federation of Labor stirred up the strife again with a vicious assault on Fuller, who was termed "Allie," "the shrinking statesman" and "the little Napoleon." Said the labor men, "Fuller will bleat as long as he has one lung left to carry on." And again the labor men declared that they awaited with keen anticipation the candidacy of Mr. Fuller, who they declared was out in his criticisms of the Legislature and the governor, not for scalps but for votes.

Within twenty-four hours of the issuance of the A. F. of L. statement Fuller's hat had gone in the ring.

The Railroad Situation

Mayor Curley of Boston made one of the most effective appearances in his whole career at Beacon Hill this week when, before the Transportation Committee, he advocated letting various railroads enter Massachusetts for the purpose of competing between themselves. Curley declared that the roads now here were having it too soft and that there must be lower freight rates brought about through competition of the roads if Massachusetts was to thrive industrially.

For over an hour Curley analyzed the railroad situation and its effect on the various Massachusetts industries. Spectators were amazed to learn that a "mere mayor" had such an extensive grasp of railroading.

Curley pointed out that Massachusetts lost the automobile and radio industries for its laxity in not being on the job; he wanted no such laxity to lose the development of the port of Boston with its great prospects for shipping with attendant advantages to all of Massachusetts. He declared that Massachusetts must get raw materials through cheaper freightage than now prevails and that manufactured goods must be exported from the state more cheaply than now.

As a result of the Curley speech the committee immediately decided to invite representatives of all the great eastern railroads not now serving Massachusetts to come before the committee and to explain any plans they may have for externing Boston. The hearings will last for several days the early part of next month.

Governor Ely anticipates that the Metropolitan Affairs Committee will report a Boston Elevated Railway Control Bill, which can be whipped into shape and made a satisfactory bill. If he solves the vexatious Elevated bill he will be a superman; the chances are that he will not.

SALEM NEWS 3/28/31

CURLEY HALTED RELIEF "RACKET" GOING ON IN HUB

Cash Payments of More Than $600,000 "Over the Counter" Since March 1; Have to Work Hereafter

Boston, March 28—An unemployment relief "racket" described as the principal contributing factor to unprecedented expenditures of the city's public welfare department, aggregating $2,000,000 since Jan. 1, was abruptly halted yesterday by Mayor Curley.

Aroused by preliminary reports of a finance commission investigation, by disclosures of his own personal investigator and by the knowledge that cash payments of more than $600,000 have been made "over the counter" since March 1, the mayor demanded a drastic reduction in expenditures and commanded the overseers of public welfare to inaugurate new policies that will immediately check an orgy of spending which he will no longer tolerate, he said.

By request of the mayor these changes will be made immediately:

Unemployment relief will be provided in the form of grocery orders and rent receipts instead of in weekly cash payments of from $5 to $25.

Recipients of relief will be compelled to make adequate return to the city in the form of labor on public works, in the parks and playgrounds or in whatever municipal service the overseers direct. Refusal to engage in laborious work will be punished by elimination from the relief list.

Present unemployment relief list of 4200 names, including many not entitled to municipal aid, will be discarded and a new list will be compiled restricted to unemployed who have been found upon thorough investigation, to be deserving of assistance.

Expenditures in every branch of the welfare department will be cut to the lowest possible minimum.

A conference was called by Mayor Curley yesterday to present

Demands For New Policies

on the overseers. The conference was attended by Chairman Frank A. Goodwin Judge Joseph A. Sheehan and Courtenay Guild of the finance commission, an investigator and accountant of the commission, the overseers Frank B. Howland, the mayor's personal investigator, City Auditor Rupert S. Carven, Corporation Counsel Silverman Commissioner of Public Work Rourke, Park Commissioner Long and Soldiers' Relief Commissioner Lydon.

The mayor emphasized his determination not only to put a quick check upon expenditures for welfare and soldiers' relief, but to insist upon immediate drastic reductions.

The primary purpose of the conference was to devise methods of compelling recipients of unemployment relief to engage in municipal work, but the overseers of public welfare suddenly found their administration under direct fire from the finance commission.

An intensive but incomplete investigation, for several weeks, of the 4200 recipients of unemployment relief, has provided the finance commission, according to its members, with sufficient evidence on which to characterize this phase of the public welfare work as a "racket" with such ramifications that there is possibility of a highly sensational report of conditions at the conclusion of the inquiry.

SPRINGFIELD REPUBLICAN 4/1/31

RIPLEY'S PORT VIEWS RESENTED

Ocean Shipping Men Report to Proposal to Neglect Foreign Trade

Boston, March 31 — Resentment at the statement of Prof William Z. Ripley of Harvard who declared that coastwise shipping was the salvation of the port of Boston was voiced yesterday by men engaged in transoceanic freight transportation, by port officials and by Mayor Curley.

Frank S. Davis, secretary of the maritime bureau of the chamber of commerce announced the Ripley proposal as unsound and without merit. Mr Davis said that the maritime bureau did not agree with the Ripley precepts for port development.

The professor said that any effort to attract foreign commerce to Boston must necessarily be wasted.

Mayor Curley said that it was difficut to comprehend the Ripley position and it appeared to him that the professor had the New York point of view and that he would have Bostonians surrender and give up their attempts to rehabilitate the port.

Gerrit Fort, former president of the Boston & Maine and president of the maritime bureau, declined to comment at this time because of illness but hinted as disagreement with the Ripley proposal.

Hold Views Astonishing

The foreign Commerce club of 300 members through its vice-president, Walter E. Doherty, stated that Ripley's views were astonishing. He compared Ripley's proposal to a statement that would imply that Harvard should give up its business and other graduate schools because better results would be achieved by consolidation with John Hopkins university and Columbia.

The city's industrial bureau through John T. Scully, director, went on record with the statement that if New England had railroads serving it with a desire to foster and to make substantial investment here it would be a matter of expediency for them to bring freight and ths develop this port.

The Boston port authority will call a special meeting at which a definite stand will be taken with respect to Prof Ripley's views. Richard Parkhurst, secretary of the organization, said that so much hinged on the question that it would have to receive

SALEM NEWS 3/30/31

Mayor Curley of Boston is writing a booklet of aphorisms. If he will ask the newspaper colyumists, they will have to tell him that so far as they have been able to observe, the supply of aphorisms is greater than the demand.

DEDHAM TRANSCRIPT 3/27/31

BOSTON GRANTS $1200 FOR EDWARDS' SERVICES

Mayor Curley of Boston has announced that he has approved the expenditure of $1200 by the public celebrations department of the city to assist veterans of the Yankee Division in arranging memorial services in memory of the late Maj. Gen. Clarence R. Edwards.

The exercises will be held at the Boston Garden on Sunday evening, Apr. 5.

LYNN ITEM 3/28/31

Curley Wars On Boston Unemployment 'Racket'

Probes Expenditure of $2,000,000 Since Jan. 1; Asks Change in System.

BOSTON, March 28, 1931.—(AP)—Mayor James M. Curley has declared war on what he terms an "unemployment relief racket" that has resulted in huge expenditures in the city welfare department.

The mayor said last night that these expenditures have totalled $2,000,000 since January 1 and demanded immediate reductions in expenditures and revision of the department's policies.

To Change System

The following changes were ordered by the mayor:

Provision of an unemployment relief in grocery orders and rent receipts instead of in cash payments of from $5 to $25 weekly.

Adequate return to the city in the form of labor by recipients of relief.

Preparation of an entirely new list to replace the present unemployment relief list of 4200 names.

Reduction of the lowest possible minimum of expenditures in every branch of the welfare department.

LOWELL SUN 3/29/31

Curley Wars on "Relief Racket"

BOSTON, March 28 (AP)—Mayor James M. Curley has declared war on what he terms an "unemployment relief racket" that has resulted in huge expenditures in the city welfare department.

The mayor said last night that these expenditures have totalled $2,000,000 since January 1 and demanded immediate reductions in expenditures and revision of the department's policies.

The following changes were ordered by the mayor:

Provision of an unemployment relief in grocery orders and rent receipts instead of in cash payments of from $5 to $25 weekly.

Adequate return to the city in the form of labor by recipients of relief.

Preparation of an entirely new list to replace the present unemployment relief list of 4200 names.

Reduction to the lowest possible minimum of expenditures in every branch of the welfare department.

N. BEDFORD STANDARD 3/28/31

CURLEY HITS AT RELIEF COSTS

Boston Mayor Demands Cuts in City's Welfare Expenses

"Unemployment Racket" Totals $2,000,000 Since Jan. 1, He Charges

Boston, March 28 (AP)—Mayor James M. Curley has declared war on what he terms an "unemployment relief racket" that has resulted in huge expenditures in the city Welfare department.

The mayor said last night that these expenditures have totaled $2,000,000 since Jan. 1, and demanded immediate reductions in expenditures and revision of the department's policies.

The following changes were ordered by the mayor:

Cash to Be Abolished.

Provision of an unemployment relief in grocery orders and rent receipts instead of in cash payments of from $5 to $25 weekly.

Adequate return to the city in the form of labor by recipients of relief.

Preparation of an entirely new list to replace the present unemployment relief list of 4,200 names.

Reduction to the lowest possible minimum of expenditures in every branch of the Welfare department.

WORCESTER TEL. 3/31/31

CURLEY IS BACKED BY MAYORS' CLUB

Only Franklin Selectmen Dissent to Diversion At Special Parley

Special to the Telegram

BOSTON, March 30.—Either the Legislature will give the cities and towns relief in the way of a $5,000,000 return from the gasoline tax revenue or the city of Boston will suspend road construction and close the streets of Boston, was the ultimatum of Mayor Curley at the special meeting of the Mayors' club of Massachusetts in the City club, today.

The challenge was issued directly to Rep. Augustine Airola of Revere, one of a dozen state senators and representatives, who accepted the club's invitation to attend the meeting. He was the only delegate to answer directly the request of several mayors that the Legislature make its views known. He flatly stated he did not believe in the mayor's plan.

The meeting, attended by more than 100 Massachusetts mayors and town selectmen, was called to further discussion of Senate bill 47, a measure introduced by Mayor Curley to establish a permanent return to cities and towns of one-half the revenue from the existing two-cent gasoline tax.

Sporadic efforts by members to spur the club on to the recently threatened "march on the State House," were curbed by a majority, but the session ended with an overwhelming vote in favor of the Curley measure as the "only reasonable, equitable measure of relief, within the power of the Legislature to grant, which will lighten the burdens of public welfare now being carried solely by the cities and towns."

Mayor Carriere of Fitchburg spoke in favor of the bill.

Four dissenting votes were registered; by a group of selectmen from the town of Franklin, who announced they were unconvinced that the proposed bill would benefit them and feared it might interfere with the liberal state aid already granted rural districts and small townships for highway construction.

WORCESTER POST 3/28/31

Calls Halt on Boston's Public Welfare Expenses

Investigators Probe Alleged to Show Money Has Been Secured in City With Greatest of Ease—$600,000 Passed Over Since March 1

(Special to The Post)

BOSTON, March 28—Mayor Curley today called an immediate halt to the Department of Public Welfare's spending, in which $600,000 has been passed over the counter since March 1 and approximately $2,000,000 has been disbursed since Jan. 1.

An astonishing ease in getting a name placed on the cash list for from $5 to $25 a week, some aid recipients securing more than they got when they worked, use of public welfare funds by those aided in purchasing luxuries, use of funds for payments on mortgages or life insurance policies and other "serious leaks" were found by investigators of the Boston Finance Commission and of Mayor Curley's office.

The mayor, in a conference yesterday, emphasized his determination to put a halt to what some have termed "a racket." The Department of Public Welfare expenditures are the greatest in history of the city.

By request of the mayor these changes will be made immediately:

Unemployment relief will be provided in the form of grocery orders and rent receipts instead of in weekly cash payments of from $5 to $25.

Recipients of relief will be compelled to make adequate return to the city in the form of labor on public works, in the parks and playgrounds or in whatever municipal service the overseers direct. Refusal to engage in laborious work will be punished by elimination from the relief list.

Present unemployment relief list of 4200 names, including many not entitled to municipal aid, will be discarded and a new list will be compiled restricted to unemployed who have been found, upon thorough investigation, to be deserving of assistance.

Expenditures in every branch of the welfare department will be cut to the lowest possible minimum.

The conference was to devise methods of compelling recipients of unemployment relief to engage in municipal work, but the overseers of public welfare suddenly found their administration under direct fire.

An intensive but incomplete investigation of the 4200 recipients of unemployment relief has provided the finance commission, according to its members, with sufficient evidence on which to characterize this phase of the public welfare work as a "racket" with such ramifications that there is possibility of a highly sensational report of conditions.

Despite the emphatic assertions by the overseers of confidence in their permanent force of visitors and in the 18 temporary visitors whose services have been loaned by private welfare agencies, the finance commission asserts possession of proof of many cases which have never been investigated but about which reports have been submitted by visitors to the overseers.

According to the finance commission, one family was found drawing $20 a week, devoting the money to payments on an expensive radio. Another was discovered using the money to pay premiums on a $7000 life insurance policy. Complete lack of financial embarrassment was found in the homes of many getting aid.

The overseers contend that less than 100 of the 4200 on the unemployed list are fakers and that these are being eliminated as quickly as proof is found of their lack of need.

By ordering a return to the discarded policy of providing relief in the form of grocery and provision orders and rent receipts, the mayor imposed upon the overseers a policy which will stop the practice of payments of cash to the unemployed, in his opinion.

To Reduce Relief Lists

The insistence of the mayor that able-bodied unemployed must actually labor for the aid which they receive from the city is expected automatically to rid the relief lists of several hundred names.

How extensive and how generous have been the payments which have been made in cash to unemployed, who have represented that they were without means of support, is shown by the records of the welfare department for the current month.

The payments over the counter of more than $600,000 in March establish a new record. Not all of this money has been charged to the unemployed list, but it represents the total cash payments which have been made to recipients on all relief lists.

In addition the bills for coal furnished by the city are expected to exceed $60,000, the cost in February, and it is estimated that the cash equivalent of the grocery orders which have been distributed will approach $30,000. These figures do not include the administrative cost of the department, and it was officially admitted yesterday that the total expenditures for the month would be far in excess of $700,000.

In January and February welfare department expenditures were about $1,200,000, of which more than $950,000 was charged to "outside relief," which includes the unemployment list.

O'Hara Thinks Conditions Here Probably Similar

Mayor O'Hara expressed the opinion today that conditions in the welfare board here are similar to those in Boston where a check-up of conditions by Mayor Curley revealed that perhaps 25 percent of the cases aided are unworthy. The Mayor said that the auditor made an investigation here with startling disclosures, but that the results were minimized by the members of the welfare board, that has jurisdiction in these matters.

FALL RIVER HERALD-NEWS 3/27/31

HOUSE TO TAKE UP TIPSY DRIVER BILL

Substitutes Measure to Entitle Defendant to Examination by Physician of Own Selection.

BOSTON, Mar. 27—By rollcall, 99 to 96, the Massachusetts House of Representatives yesterday substituted for an adverse committee report a bill permitting a person arrested on a charge of driving a motor vehicle while under the influence of liquor to be examined by a physician of his own choice.

Representative Goulart of New Bedford, who moved substitution, said the bill was not intended to protect drunken drivers but to prevent unfairness on the part of police officers.

Substitution was urged by Representative Halliwell of New Bedford, who told of a man who had been stunned, although the police officer in the case wanted to bring a charge of intoxication.

The House refused, by rollcall, 114 to 83, to substitute for an adverse committee report a bill to provide for party nominations and elections in the city of Boston.

Against substitution, Representative Chase of New Bedford said the bill provides for a two-year term for the Mayor and would allow him to succeed himself "forever and ever." That, he added, was one reason the committee had reported adversely.

Another measure that was debated and resulted in a rollcall was that on the bill for establishment of a system of unemployment insurance and the incorporation of an employers' mutual unemployment insurance company. By rollcall, 106 to 92, substitution was refused.

The Senate yesterday refused to reconsider the vote by which, on Tuesday, it had passed to be engrossed a bill extending by an hour the period within which sports may be played on Sunday. Under the existing law municipalities which accept the act may permit sports to be played between 2 and 6 on Sunday afternoons; the bill which the Senate passed on Tuesday made the period 1:30 to 6:30. The House had already passed the bill.

Charges that Frank A. Goodwin, chairman of the Boston finance commission, ha failed to investigate city affairs properly, and that he has raised a "smoke screen" to cover his failings were made yesterday by former Senator Joseph J. Mulhern at a hearing before the Legislative committee on cities on his bill to abolish the commission.

"Mayor Curley has got Goodwin in his back pocket and Goodwin does not dare to investigate any city department," Mulhern asserted. "He's Curley's man. Curley got Allen to appoint him for the job, for which Curley greed to support Allen for governor, which he did."

He said that he felt an investigation of the finance commission at this time would be beneficial.

WORCESTER GAZETTE
3/28/31

Thought of Here; Done in Boston

The heart is credited with most good impulses. The Heart of the Commonwealth ought to be credited at least with its own bright ideas.

One of Police Chief Foley's first recommendations, when he took office, was to install a signal system in Worcester, at strategic points, whereby the flash of a headquarters signal-light on top of police boxes would call police officers from their beats and so get quickly in touch with them. At present the boxes are used to call in to headquarters. The lights would summon officers in emergency.

Over in Brighton, an outer Boston district, such lights have just been put to work. Mayor Curley inspected their operation and commended Police Commander Hultman for his enterprise.

Here, as yet, nothing has been done except to have the bright idea. Chief Foley was prompt in getting it and prompt in passing it along to the City Council. He has recently reminded the city fathers.

If anything within reason can be provided to speed up police action in emergency it would be economy to provide it. If Worcester can use the signal-light system,—and Boston's trial seems to prove it,—why not install it? Chief Foley has picked the locations. In short, he has done everything except act on his own recommendation. And that is not his job.

LOWELL
COURIER-CITIZEN
3/26/31

An aphorism a day is Mayor Curley's latest pastime, and he has a chance at a lot of good material from day to day. As a sample he says "An optimist is an Irishman who talks in terms of millions when he hasn't got a dime." Is he thinking of city councillors?

HAVERHILL GAZETTE
3/27/31

Fuller, Curley and Taxation

Former Governor Fuller, registering high indignation against Governor Ely's and the Legislature's program of expanded highway work and an increased gasoline tax, sounds like a man who is making ready to run for office on a platform of economy. This is an excellent platform. The importance of Fuller's thumping upon it, however, remains to be determined. He has talked like an imminent candidate before and then retired to a self-imposed Elba.

More important now in the interest of public economy is Mayor Curley's scheme for distribution to municipalities of the proceeds of half of the present two-cent gasoline tax.

Proceeds of the gasoline tax are used for highway work. If half the proceeds of the present tax are distributed among municipalities the normal funds for state highway work will be reduced by an amount approximately that provided in the bill for expansion of highway work. Thus, under Curley's plan, any expansion of highway work by the state would appear to be prevented and the tax burden, which so disturbs Fuller, maintained at a normal amount but placed more heavily upon the motorist.

With the principle of Curley's plan we are in sympathy. We are not disposed to be enthusiastic now for an expanded program of state highway work and we are disposed to relieve municipalities from an inordinately heavy burden of taxes. Before endorsing it, however, we would be sure that the funds distributed among municipalities would be used exclusively for highway work and that financial relief from the state does not tempt municipalities into expenditures that can be avoided and that would not even be thought of if no aid was given by the state.

WORCESTER GAZETTE 3/28/31

HUB WELFARE BOARD PROBES CONDUCTED

Revision of Policy May Result From Current Investigations

Special Dispatch to The Gazette

BOSTON, March 28.—Faced with expenditures for welfare work amounting approximately to $2,000,000 thus far this year, Mayor Curley and the Boston finance commission have been conducting separate undercover investigations into the city's public welfare department, it became known last night.

The information "leaked" following a conference yesterday afternoon at City hall at which the Mayor, Simon E. Hecht, head of the department, Chairman Frank A. Goodwin, Courtenay Guild and Judge Joseph A. Sheehan of the finance commission and Corporation Counsel Samuel Silverman were present.

Revision of the policy of the welfare board probably will result. It is expected that the system of distributing cash over the counter to the 4200 applicants for aid will be abolished, and that distribution of grocery orders will be revived. It has also been suggested that the entire list be abandoned and a new one made up.

It devoleped that for some weeks the finance commission has had at least eight investigators checking up those receiving assistance. Some have had as high as $25 a week. One of the investigators is said to have found that one family, said to be receiving $20 weekly from the city was using some of the money for installments on a radio, and some of it to pay premiums on a $1500 life insurance policy.

Chairman Goodwin is said to have criticized the visitors in the department, and some change is expected there.

SPRINGFIELD UNION 3/29/31

Our Beacon Hill Observer— State Affairs and Politics

Hot Battle is Forecast Over the Budget Bill on Beacon Hill

From Our Special Correspondent

Boston, March 28—Members of the House ways and means committee may "have approached a difficult problem with but one thought in mind," and may have put "partisan and political considerations . . . aside," as Chairman Arthur W. Jones of the committee stated, in reporting the budget Thursday night, but the general public is going to have an opportunity to think otherwise before this budget bill is enacted. One thing is certain, and that is there will be a hotter battle over this budget before it reaches the enactment stage, than there was over the highway construction program. Gov Ely's threat to veto the bill in its present form is justified.

Curley's Bond Issue Requests

One of the difficult problems to fathom with respect to proposed legislation is why Mayor James M. Curley of Boston can present petitions calling for bond issues totaling more than $30,000,000 for his city, and hardly a peep is raised in objection thereto, yet because Gov Ely proposes two bond issues for $20,000,000 as measures of unemployment relief, the howls of the Republicans rise to the heavens and the governor's plans are fought tooth and nail, and by all means at their command. Representative Dexter A. Snow of Westfield is the only legislator who has had the courage to speak out in legislative session and show up this Boston bond issue program. Not another has done so in any way.

Gov Ely proposed bond issues to run for 10 years. Mayor Curley wants permission to issue bonds whose lives will run from 2 to 50 years, and the interest on which will amount to $10,-200,000 alone, or more than half the total bond issue asked by Gov Ely. Why is it that Boston's mayor can present such a vast program of bond issues without creating a disturbance, yet the governor of the commonwealth is condemned by editors of opposite political faith in almost every issue of their newspapers? Why doesn't ex-Gov Alvan T. Fuller take at fling at Curley's program as he has against that of Gov Ely? Fuller's shafts have been blunted to a large extent and anyone who takes his statement, that if the Ely program continues, Fuller will be elected governor of Massachusetts again "in spite of himself," as having any semblance of probability, insofar as Gov Fuller himself is concerned, will be very apt to find himself misled in the end. Fuller will never seek public office again if facts at hand are correct.

Boston Bonding Program

Mayor Curley's program is interesting to analyze a bit. The petitions to put it into effect are pending before committee on municipal finance, which is studying them exhaustively.

Foremost in the program is a bill calling for a bond issue of $11,000,000 to extend over 50 years, the money to be used in building the so-called Boston thoroughfare, or circumferential highway, around Boston. This is a big program to give a wide highway around the city and if the Legislature approves and other considerations are met, the work will extend over a period of years.

Mayor Curley also is asking for $2,-000,000 in a 30-year bond issue for Stony Brook channel improvement. He seeks another $1,000,000 30-year bond issue for construction and widening of Dorchester avenue. Still another $2,-000,000 is sought in a 10-year bond issue for reconstructing city streets. He seeks $5,000,000 in a 15-year bond issue for widening Beverly street, and $1,250,000 extending over 30 years for airport improvements at East Boston. Two more bond issues are sought, each to run 15 years, one for a municipal building at Fields corner, and the other for a municipal building at Franklin field.

In addition to these, the Boston mayor seeks $500,000 on bonds for highway construction between City square and Sullivan square, and $7,-000,000 on bonds for an additional building at City hospital. The total of these petitioned-for bond issues is $30,750,000.

$16,000,000 School Building Program

If this were not enough to make those opposing Gov Ely's program sit up and take notice, the municipal finance committee of the Legislature has another two-forked proposition of Boston's before it, namely, money sought for new school buildings in the city during the next three years. The school board wants a total of approximately $16,000,000 for such construction, money to be taken from current revenue. But it does not want to appropriate any this year, because it does not want to place an additional burden on the taxpayers, due to the large expenditures by the city's public welfare department this year in unemployment doles. It wants to hold off a year and then extend the expenditures over the next two years, and contends its request is based on exhaustive study of Boston's school needs.

Goodwin Opposes

The Boston Finance commission, with the fiery Frank A. Goodwin as its head, denies an exhaustive study of the subject has been made and opposes the school board's program. It would have a one-year program adopted calling for outlay of $3,500,000 to $4,000,000.

The finance committee will hold an executive session Thursday to consider these Boston petitions. It seems doubtful if all of them will be given favorable action, but the program of the Boston mayor is there just as much as Gov Ely's was when the howl against it started. Whatever the municipal finance committee reports favorably, its reception by ex-Gov Fuller, the Boston Real Estate exchange, the Massachusetts State Tax association, the legislators, and the public in general will be awaited with interest.

Adams, in the meantime, had given land for an armory in North Adams and Snow was again sidetracked so that North Adams could benefit. This time, Snow kept working and before Gov Ely was elected last year, it was agreed that the next armory would be erected in Westfield and the money therefore would go in the 1931 budget. When Gov Ely took office, that naturally did not displease him, Westfield being his home city.

In making up the budget, Gov Ely included the Westfield armory appropriation, the money to come from the bond issue proposed by the governor. Resolved to take no chances, Snow introduced a separate measure in the present legislative session for an appropriation for this armory, but it has been allowed to lie dormant in House ways and means committee pending the budget report. The budget bill carries no money for this project, so if Snow had not taken time by the forelock and presented his separate measure, he would be defeated again. Now he stands ready to make a fight for his armory, no matter how the ways and means committee reports. If sympathy will sway votes, he ought to find victory easy.

One can but wonder why this $140,-000 was eliminated from the budget bill. Was it intended as a fig at the governor himself, because it would erect an armory in his own city? If so, the idea is distinctly unfair. When Allen was holding the position of governor, the armory was being completed in his town. Why isn't it fair to permit an armory to be constructed in a Democratic governor's town, especially when it is taken into consideration that the project was practically approved before Ely became governor? Instead of placing partisan and political consideration aside, one can glean from the ways and means committee's action on this item alone a bit of picayune politics and partisanship that is hardly in consonance with what is expected of the Great and General Court members.

N.Y. TIMES 3/29/31

BAY STATE INSPECTS EXECUTIVE TIMBER

Gubernatorial Gossip Turns Again to Fuller and Also to Curley.

ELY, OF COURSE, MENTIONED

Present Incumbent as Well as Youngman Also on List of Possible Candidates.

By F. LAURISTON BULLARD.

Editorial Correspondence, THE NEW YORK TIMES

BOSTON, March 26.—After a lively contest of many weeks the Democratic Governor of Massachusetts has obtained the passage of a compromise bill, which covers a large part of one of the major recommendations of his administrative program.

The Commonwealth will borrow money, not, as Governor Ely suggested, on bonds but on short-term notes. The gasoline tax will be increased from 2 to 3 cents. The full title of the measure signed yesterday by the Governor explains its purpose:

"An act providing a program for the acceleration of State highway and building construction, in order to alleviate the present unemployment emergency, and for furnishing certain temporary financial relief to cities and towns, to be financed by the issue of short-term notes and from the proceeds of an increase in the gasoline tax."

For present purposes it is not this measure in itself, but things said by certain eminent citizens of the Commonwealth, in the discussion of the measure, and of the whole taxation problem, which is of major interest, for this article.

The eminent citizens are four in number—the Governor and Mayor Curley of Boston, both Democrats, and former Governor Alvan T. Fuller and the present Lieutenant Governor, William S. Youngman, both Republicans. All four in all probabilities aspire to the Governorship either for first or for further terms.

The Lieutenant Governor was woefully disappointed when the Democrats elected their candidate last Fall. The Republican escalator is a delicate mechanism which usually can be depended upon to carry a passenger to the top once his feet are firmly planted on an appropriate step.

Mr. Youngman had counted confidently on his succeeding Governor Allen after the late Governor should have completed his second term. But the defeat of Allen for another term was "something else again."

Youngman's Discretion.

No man could possibly be more discreet in these days of political uncertainty than is the Lieutenant Governor. He always has emphasized his vote-pulling power. His opponents often have admitted the marvel thereof. It happens just now that Mr. Youngman expresses definitely his views on only one issue of the many which occur in the public mind. He will talk about the direct primary and the various plans that are proposed for its modification. He is everlastingly for it "as is." He declares the people never more than now have need of it for their protection. His opponents simply say that no Republican convention would nominate Mr. Youngman for Governor, and that he must depend on the direct primary to land him in the Gubernatorial chair.

The other day Representative Standish called on the Lieutenant Governor in the midst of the lively altercation over the proposed increase in the gasoline tax, and asked him how he stood on the question. Mr. Youngman had "not seen the bill." Anyhow, he ought not to express any opinion either way "on account of his close relations with the Governor," whom he would not wish to embarrass. When this appeared in print the Lieutenant Governor denounced it as a "weird group of statements," but he did not tell what he thinks about the "gas tax boost."

Former Governor Fuller entered the arena a fortnight ago with a scorching blast assailing every taxation proposal the administration had made. He declared our tax rates already had given "the kiss of death" to many of our industries. A few days later he sent Mr. Standish an open letter denouncing anew the "spending orgy" of the Democrats, and calling upon the voters to rescue the State from such extravagances. Still more recently he has demanded that the gasoline tax be submitted to the people, saying that "if the Governor will manfully" do this "I prophesy its defeat." There was a good deal about a "saturnalia of extravagance" and the "boodle boys" and a warm passage stating that "the Legislature has it within its power in this present emergency to render a greater service than any Legislature in the history of the Commonwealth."

Fuller's Intentions Discussed.

Opinions differ about the former Governor's intentions. All agree that he is an astute opportunist. Many feel that he might run again did he see reasonable assurance of success. He would make a strong candidate. He always has stressed his independence. It may all depend on how popular Mr. Ely appears when the time for nomination papers arrives.

As yet Governor Ely only a few times has hit out hard and he may turn out to be a doughty fighter. Many have said that Mr. Fuller's anxiety about tax boosts is due mainly to his interest in an industry that depends on gasoline. Governor Ely put the idea into words the other day: "A former Governor whose whole fortune is founded on automotive industry" and who, therefore, "opposes any gasoline tax increase."

Finally Mayor Curley. That he has his eye on a removal from the Hall to the Hill is common knowledge. He alluded a few days ago to such an aspiration in so many words. What everybody wants to know now is whether or not the Governor and the Mayor are yoke-fellows in the harness of the party, pulling in harmony in behalf of the common cause.

Some surprising things lately have produced such questions. There was the luncheon given by the Mayor to half a hundred legislators, not all Democrats, of which the Governor had no advance information, in which the Mayor expressed doubts of the ability of the engineering forces of the State to carry out the Governor's highway unemployment program.

There is also the reported intention of the Mayor to march with the Mayors and Selectmen of other municipalities to the auditorium of the State House, there to emphasize their demand for a chance in the allocation of the revenues derived from the present gasoline tax.

There is again the statement made by Mayor Curley, thus: "I have no desire to quarrel with any man who is Governor of the Commonwealth. I may have the job myself some time and don't want any one to quarrel with me then."

And in all this nothing is said about prohibition, which is an issue that is bound to enter all political combinations, although it does not enter into this article.

WORCESTER
cont. TELEGRAM 3/29/31

ernor, the fact is, that the governor who asked for $10,000,000 in bonds, got all the way from $11,000,000 to $15,000,000, according to your ability as a mathematician, for relief of unemployment. That is so if you add to the construction program the money to be returned to cities and towns after all is needed because of unemployment.

There is one thing that must be said about the budget-makers. They have it all over the cross word puzzle artists. The way they have manipulated funds from the current budget into emergency programs has given students of finance a headache trying to find out just how much excess work will be provided over the normal program. The mental strain is apparent from the advice to Chairman Arthur W. Jones, that he must take an immediate rest or go to a hospital. If it affects the chairman of the ways and means committee that way, pity the poor seeker of information on the outside.

Although the committee in its statement indicated that the $1,500,000 for the Norfolk prison colony on short term notes was plus the building program of $4,000,000, it seems to be fairly well established now that it meant the sum was included in the program. Definite information will have to await the printed and itemized budget which will be ready sometime next week.

SPRINGFIELD
REPUBLICAN 3/20/31

ELY TO SEE DOCKING OF STEAMER FRANCE

Invited by Mayor Curley to Take Part in Ceremonies Tomorrow

Form Our Special Reporter

Boston, March 19—Mayor James M. Curley of Boston visited Gov Joseph B. Ely at the State House today and invited him to take part in ceremonies in connection with docking at Boston of the steamship France, giant liner of the French line, which is making its first trip to Boston on Saturday. The liner will ply between New York and France, stopping at Boston.

Gov Ely indicated he will be glad to be present. Mayor Curley intends to make the occasion a memorable one and has arranged for appropriate exercises.

WORCESTER
GAZETTE 3/20/31

CALLS NEW HAVEN ROAD MERE PAWN

Used by Pennsylvania in Railroad Chess Game, Says Silverman

BOSTON, March 20 (INS)—That the New York, New Haven & Hartford railroad, one of the largest New England carriers, is a "pawn" being used by the Pennsylvania railroad in the game of "railroad chess" it is playing with the New York Central is a summary of the view taken by Samuel Silverman, corporation counsel, of the railroad situation as it exists in Massachusetts today.

Appearing before the legislative committee on transportation the representative of Mayor James M. Curley called attention to statements made at previous hearings by officials of the Pennsylvania from which it was plain to be seen, he said, that the Pennsylvania intends to hold the New Haven as a check-mate over the activities of the New York Central in tapping this section of the country through its control of the Boston & Albany.

Silverman contended that neither the Pennsylvania nor the New York Central care anything about the development of shipping business through Boston, and that because of this alleged situation, Massachusetts should do everything possible to encourage greater competition for Massachusetts business from all the long-haul carriers of the country.

This is especially needed, he went on, because of the situation which exists in New York city. Lines centering their business in that metropolis, he continued, go so far in their efforts to secure business from Massachusetts and other New England states that they offer free lighterage charges and in some instances free storage facilities to New England concerns to ship through the port of New York, rather than the port of Boston.

"Moreover," he went on, "certain members of the Associated Industries of Massachusetts take advantage of this situation for the shipment of their goods through the port of New York. They get service free of charge, in some instances, a service given by the railroads at a loss. And furthermore, some of our traffic managers ship through the port of New York at a loss to the concerns for which they are working because of certain circumstances which prevail in the larger city."

Arthur P. Russell, vice president of the New York, New Haven & Hartford railroad, giving additional testimony, said that the Pennsylvania directly and through its affiliated organization, the Pennroad Company, owns somewhat more than 21 per cent of the stock of the New Haven.

WESTFIELD
HERALD 3/12/31

CURLEY FAVORS SALE OF B. & M.

Wants to Welcome Van Sweringens As "Part of New England Family"

Boston March 12—Mayor Curley is unreservedly in favor of the purchase of the Boston & Maine railroad by the Van Sweringen group which is ambitious to acquire a seaport terminal in Boston.

He declared himself Tuesday in a radio address which was featured by reference to the necessity of terminating the "strangle hold" held by the Pennsylvania railroad on the Boston & Maine and New Haven roads.

"Threatened as we are by Pennsylvania domination" said the mayor "it is clear to me that we in New England should not only welcome the Van Sweringens to become a part of the New England family, but we should lend our support to and place our best effort behind the plan which they have in a fine open-handed manner proposed as a constructive solution of this great and important railway problem."

The mayor definitely allied himself with Boston interests who are working in cooperation with commercial organizations of Providence to further the campaign of the Van Sweringens for the acquisition of a New England road which will assure a seaport terminal.

He failed, however, to indicate the method that can be successfully pursued by the Van Sweringens to compel the Pennsylvania to dispose of its stock holdings in the Boston & Maine, and refrained from sponsoring a definite proposal for the consummation of the merger which he believes to be most desirable.

SPRINGFIELD
UNION 3/20/31

Reception for Steamship.

Mayor Curley visited Gov. Ely with the purpose of inviting him to take part in the ceremonies in connection with the docking in Boston harbor of the Steamship France, liner of the French Line, which is making its first trip to Boston Saturday. The liner will ply between New York and France, stopping at Boston. The Mayor intends to make the occasion of the arrival of the vessel a memorable one and has arranged for appropriate exercises.

WORCESTER TELEGRAM 3/29/31

Republicans Fashion Building Compromise

Observers See Little Hope of Additions to Revised Program—May Eliminate Million Dollar Tax Increase—Ely Will Confer on Moves Monday—G. O. P. Leaders Split Over Bill

By JAMES H. GUILFOYLE

BOSTON, March 28.—Compromise proposals on Governor Ely's building program, which was slashed by the House Ways and Means committee, will begin at once. Leading Republicans already are fashioning amendments to the ways and means bill. Governor Ely's first activity on his return from a week end at his home Monday will be a conference with Democratic leaders to determine the course he will follow.

There will be a compromise but it will add little to the building program. Indications are that the most that will be accomplished will be the elimination of the proposed increase of $1,000,000 in the state tax and the substitution of short term notes to take care of the work that would have been done by this extra tax.

The situation which now exists on Beacon Hill was inevitable with a Democratic governor and a Republican Legislature. It is the old game of both parties taking a partisan view of state affairs to preserve their political issues. It doesn't do any particular harm to have one act as a check on the other. As a matter of fact, from the compromises which will come throughout this year and next real progress will made. The only unfortunate feature is that the distress of unemployment had to be made the political football.

Would Use Veto

There isn't any question but that Governor Ely would veto the building program bill in its present form, but there are several reasons why it will never reach him in that shape.

In the first place while the bill is supposed to represent the views of the Republican leaders it is developing that this is not true. There is disagreement over the advisability of increasing the state tax. There is disagreement also as to the extent of the building program. Such leaders as President Gaspar G. Bacon of the Senate and his cabinet in the upper branch are not opposed to the principle of extended construction to help unemployment. They favor a reasonable borrowing plan such as short term notes. On the other hand, Speaker Leverett Saltonstall of the House and his cabinet are represented as favoring only essential construction this year. Governor Ely's view, as frequently expressed, is that the state's credit is such it should be taken advantage of to relieve unemployment and that an extended program of public works is the way to do it.

With these conflicting views the arrival at a compromise is going to be more difficult but of course it will have to come. Otherwise there would be no building program.

There will be some delay before it is reached because the governor can be expected to stick out for a larger program of building. In the end, however, he will have to accept something to save a part of the plan even as he did on the highway program. [illegible] of the

While it is true that many of the influential Republicans see no harm in raising the state tax because of its present moderate size through reductions in past years, there is a large group that feels it is not now the time to make the increase. They point out that cities and towns are making every effort to get revenue from the state to help them in their unusual burdens due to the economic depression. A state tax increase will add, although minutely, to the burden on real estate and is certain to bring a wave of protest from mayors and selectmen whose efforts brought about an increase in the gasoline tax so their communities could get a return from it.

Will Be Eliminated

With this situation in mind it appears that the state tax increase is certain to be eliminated from the present bill. The only other means of financing the building program which the $1,000,000 increase provided for is through short term notes. That leaves the only question involved in the compromise the extent to which additional short term notes shall be issued. The fight will center there. There will be a large-sized group in the House who will not agree to a larger program than reported but in the Senate there will be a considerable group who will express the opinion that more should be done and additional short term notes issued.

The House Ways and Means committee appears to suffer the loss of the brilliant Henry L. Shattuck. While it is trying to preserve the Republican policy of pay-as-you-go it has revealed no cleverness in bargaining with the enemy.

When the highway program was reported slashing Governor Ely's proposed expenditure of $10,000,000 for excess construction to $5,000,000 it did not provide for any cash distribution to towns and cities. It proposed to finance the program largely through the one-cent increase in the gasoline tax from which cities and towns would benefit only through relief from the usual highway assessments. The governor and his party demurred. The result was that the bill was re-drafted but this time the committee leaders, while not increasing the excess construction, took cognizance of the use of short term notes and the plea of cities and towns for cash. It could have done that in the first place but the delay made it appear the governor and Mayor Curley had forced it.

As a matter of fact the compromise in truth represented accomplishments in which both parties could find some glory. The committee had kept the construction to what Republican leaders contended was all that the Department of Public Works could handle. It had not ventured far from the pay-as-you-go plan. Governor Ely could claim he got half his program. It was a very satisfactory compromise all around but it had a fairly substantial basis on which to start.

Inconsistency

The building program, on the other hand, virtually gives the governor nothing that he asked and makes a proposal to take from cities and towns some of the cash distribution that it gave under the highway program. The committee must have known that such inconsistency would attract hostility from cities and towns and it must have known that the governor could not preserve his stand without vetoing the bill. In effect it reported a bill that experience should have shown had not the slightest chance of getting through either branch.

Perhaps the committee felt that by keeping the building program low it would be easier to reach a compromise by giving the governor a little more but not too much. It would have been in a much stronger position, however, if it had reported a program that would command the entire Republican support. The full credit would go to the party for the accomplishment in that event but now any compromise means that the glory must be shared.

There is also coupled the vexatious delay in getting through the regular appropriation budget. This need not cause as much concern as it would appear. It may handicap departments to some extent but under the law they can spend each month a sum equal to one-twelfth of the actual expenditure for current expenses in the previous year. It will, however, cause some delay to getting the building projects under way.

Difficult Position

The committee is in a difficult position to defend the report although it is likely it will present some telling arguments. Someone is certain to bring up, however, that Governor Ely asked for only $20,000,000 borrowing for the entire state while Mayor Curley for the city of Boston alone has asked to be permitted to borrow $31,000,000 outside the debt limit. Of course the Legislature will not give him that much, but whatever Boston gets it will be proportionately more than the amount of borrowing for the entire state.

The committee is likely to be faced with two other pertinent questions that will not help its cause. One is: What is the sense of giving $2,500,000 to municipalities in the gas tax and taking back $1,000,000 in state tax? The other is: Why is it more important to build highways on an anticipated program than it is to build facilities for the sick, the poor and unfortunate on a similar basis? Why not anticipate the building program in exactly the same way and use short term notes to be retired from a curtailed expenditure for building in the next two and one-half years?

Yields More Work

If the situation is looked at solely from the standpoint of employment it is claimed that building construction gives more work than a highway program. That will be something else to answer.

Looking back at the highway program which was passed by both branches and signed by the gov-

Worcester Telegram 3/29/31

The Political Panorama

Situation Changes Like a Kaleidoscope—Fuller, Bacon and Youngman Lead Out With Possible 1932 Issues—Curley Skirmishes to Un-wheel Ely Applecart

By BEACON HILL

BOSTON, March 28.—The old-fashioned kaleidoscope, like the zoetrope, has fallen into oblivion. The zoetrope was the forerunner of the motion picture. The kaleidoscope was the forerunner of what's what now on Beacon Hill. You looked into one end of the kaleidoscope and you saw a gorgeous and symmetrical display of colors—little pieces of colored glass arranged themselves, and were reflected, and made beautiful stars, etc. It was very pretty. Then you turned the thing around a bit, and the pieces of glass shifted, and you got another picture, or design.

The only way to study the situation on Beacon Hill is through a kaleidoscope.

The outstanding fact in the week's development on the Hill is this: The question of bond issues, note issues, borrowing or paying as you go, has been shoved into the background. The issue is one of taxes; expenses; the cost of government.

The issue has sharply defined potential candidacies. The series of statements by former Governor Fuller has placed him in leadership of the policy of rigid economy. It is not for us here to weigh the merits of the opposing views, nor to undertake either to advance or retard the political fortunes of any man in either party, but we may fittingly observe the situation and indicate, within the limits of reason, what is apparently developing politically from this present curious situation.

Mr. Fuller himself draws the issue, in his statement appearing in the Thursday morning papers, when he commended the 55 who voted against the increased gasoline tax, "when the governor and the lieutenant-governor, the president of the Senate, the speaker of the House, and the ways and means committee favored it."

Now, how this will work out we may not guess—for it can be no better than guesswork. The political fact is that by his choice the former governor places himself in one position, and throws a spotlight on the above-mentioned Republican leaders as ranged directly in opposition.

Mr. Youngman has not, so far as known, pronounced himself positively in favor of the gas tax; but he has omitted to oppose it. He is left in a difficult position.

Doubt as to Who Won

Thus, a battle has been fought and won on the Hill this week; but who won remains in doubt. As an issue, this of economy and taxation and appropriation has many possibilities. It is recurrent. The Legislature will sit for many weeks to come. The same issue will appear again and again. Each time the cleavage between the position taken by the former governor and that taken by the present governor will be emphasized. In each instance the policies of Republican leaders will be thrown into high relief. The question, which is the better policy, the better-liked policy in the minds of the public, will remain open. Mr. Fuller undoubtedly will press his point. He will be fought with vigor.

The 1932 campaign is in full swing and it will not sag. Some see in this situation a definite pursuit of the governorship by Mr. Fuller. The opening paragraph in his Thursday morning statement is seized by those who believe this, as evidence: "One or two more victories like that on the part of the politicians will make me governor in spite of myself." It is not evidence. It probably remains the fact that Mr. Fuller has not decided whether or not he will be a candidate for the Republican nomination and the governorship.

Questions: How strong is the public agreement with Mr. Fuller in his position? Will the public attitude force him into the race—or bar him from it? Will the added gasoline tax be popularly regarded as a wise and reasonable tax, or will it be hated? Will agitation for submitting this question on the next state ballot—whether or not it is permitted so to appear—strengthen the position of those who have favored the tax, or destroy them? Does the public believe that the present is an emergency warranting, or dictating, state activity in utilizing public works as a means for relieving unemployment, even though such procedure imposes additional taxes? Or does the public believe, with Mr. Fuller, that increased taxation means further economic and industrial distress?

Boiled Down to the Tax Issue

There are other issues in the public mind. Gaspar Bacon undoubtedly believes that prohibition will be the principal issue. Mr. Youngman presumably pins his faith in the inviolability of the primary. Both interest the voters. Has the storm coming to its climax, thus far, in the vote of the week on the gasoline tax, cleared the air, dimmed the economic issue, and made the way plainer for either, or both of these other issues? Or was this storm but the initial roar of a greater tempest?

ATTLEBORO SUN 3/30/31

Relief Rackets

Mayor Curley has had the courage to speak out openly about the relief racketeers and to order an inquiry and change of method. Applicants will hereafter be put under oath and made to disclose their bank accounts, incomes and automobiles. Mayor Curley has spoken about a subject that has been quietly discussed for some time in many places. Even locally there have been stories of relief checks that were first spent on gasoline and of men who refused job offers because they figured their relief, their free rent and free milk were enough to make an ordinary job unattractive. There has been some disposition to require relief applicants to take oath to the truth of their statements and some argumen as to whether some of those helped could be required or expected to repay some of the money in better times. The great majority of those helped are both needy and worthy but exceptions creep in. Only a short time ago the story about a hungry schoolboy caused a prolonged search here with absolutely no result. Among others was a report of another family, destitute with several children to care for; the family was found to own two houses, a car, an expensive radio and to be receiving more aid and jobs than its share. Incidentally seven in the family received new shoes twice in five weeks from different agencies. All that is not told to discredit the need of giving real help but to point out that constant care is required and to insist that a proper example be made of those low enough to be cheaters in times like these. Mayor Curley's findings are the same as those reported elsewhere; Boston, however has acted as well as talked. down the lists than by rejecting three quarters of those who educate themselves, at their own or their parents' expense, then fail to pass. Colleges and schools can hardly take pride in the outcome of such examinations; the failure is theirs no less than it is the applicant's. Meanwhile just what kind of an examination is being used to produce such an artificial result? Applicants are now subjected to oral tests as well as written and that always allows wide latitude for the examiners. From the success percentages, it would seem that heavy emphasis is being laid on memory questions, the rule in Shelley's case and the like. It does not seem probable that any investigation into the general intelligence of a class would produce such negative results. The law schools are still crowded, in spite of the figures of the latest examination: what is to be done with the big majority doomed not to pass and how can schools under such conditions justify their existence?

NO. ADAMS TRANSCRIPT 3/28/31

Curley to Reorganize Unemployment System

Boston, March 28—(A.P.)—Mayor James M. Curley has declared war on what he terms an "unemployment relief racket" that has resulted in huge expenditures in the city welfare department.

The mayor said last night that these expenditures have totalled $2,000,000 since January 1 and demanded immediate reductions in expenditures and revision of the department's policies.

The following changes were ordered by the mayor:

Provision of an unemployment relief in grocery orders and rent receipts instead of in cash payments of from $5 to $25 weekly.

Adequate return to the city in the form of labor by recipients of relief.

Preparation of an entirely new list to replace the present unemployment relief list of 4,200 names.

Reduction to the lowest possible minimum of expenditures in every branch of the welfare department.

WORCESTER GAZETTE 3/31/31

MAYORS' CLUB FAVORS GASOLINE TAX RETURN

BOSTON, March 31 (AP)—The Mayors' club of Massachusetts, meeting at City hall, yesterday, was recorded as favoring a Senate bill providing for reversion to municipalities of about $5,000,000 annually as their share of the original two-cent gasoline tax.

Twelve mayors and 16 selectmen were present, and only the selectmen of Franklin, H. J. Gibb, E. S. Cook and A. H. Simon, declined to vote for the measure. Mayors Carriere of Fitchburg, O'Neill of Everett, Whelan of Chelsea, Casassa of Revere, Duane of Waltham, Murphy of Salem, and Larkin of Medford, spoke in favor.

Mayor Curley of Boston, aroused by the refusal of Franklin's town fathers to endorse the measure, said: "Such tactics plays into the hands of what is called organized money. This under-cover power continually evades taxation, and city and town officials accept the easiest way—pile new burdens on real estate.

"Unless we get some relief in Boston, I know we'll have to suspend a good portion of our road construction and road mending work, and close some highways to public travel."

FITCHBURG SENTINEL 3/28/31

Curley Wars On Jobless 'Relief Racket'

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TAUNTON GAZETTE 3/28/31

MAYOR CURLEY DECLARES WAR ON NEW RACKET

(By The Associated Press)

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SPRINGFIELD NEWS 3/31/31

CURLEY MAKES THREAT TO HALT STREET TRAFFIC

Closing of Highways Will Result If No Tax Refund Is Made, Mayor Says

Boston, March 31—Either the Legislature will give the cities and towns relief in the way of a $5,000,000 return from the gasoline tax revenue or the city of Boston will suspend road construction and close the streets of Boston, was the ultimatum of Mayor Curley at the special meeting of the Mayors' club of Massachusetts in the City club yesterday.

The challenge was issued directly to Representative Augustine Airola of Revere, one of a dozen state senators and representatives who accepted the club's invitation to attend the meeting. He was the only delegate to answer directly the request of several mayors that the Legislature make its views known, and he flatly stated that he did not believe in the mayor's plan.

In spite of the official declaration of the state department of public works that it is equipped to expend efficiently the full amount of highway construction money apportioned to it by the Legislature, Mayor Curley again insisted that its resources are inadequate for the efficient expenditure of its full appropriation.

The meeting, attended by more than 100 Massachusetts mayors and town selectmen, was called to further discussion of Senate bill 47, a measure introduced by Mayor Curley, which would establish a permanent return to the cities and towns of the commonwealth of one-half the revenue derived from the existing two-cent gasoline tax.

Efforts by members to spur the club on to the recently threatened "march on the State House" were curbed by a sober majority, but the session concluded with an overwhelming vote in favor of the Curley measure as the "only reasonable, equitable measure of relief, within the power of the Legislature to grant, which will lighten the burdens of public welfare now being carried solely by the cities and towns."

Four dissenting votes were registered by a group of selectmen of the town of Franklin, who announced they were unconvinced that the proposed bill would benefit them and feared that it might interfere with the liberal state aid which is already granted rural districts and small townships for highway construction.

Mayor Curley lashed out bitterly against any possible increase of taxation on real estate and the home owners, pointing out that organized money presents an impregnable wall against the hope of further taxing individual and corporate incomes, and advanced the increased gas tax as the only means of raising the state's revenue. He said:—

"We are facing a situation unprecedented in the history of the commonwealth. Everybody wants to criticize but none care to offer construc- movement. Everybody wants to criticize but none care to offer constructive remedies. Some time ago I suggested a 10 per cent increase in income taxes of individuals and corporations and a tremendous hue and cry was raised.

"Twenty years ago real estate and personal property shared taxation 50-50. Today real estate bears 80 per cent of the burden. The home owner must be relieved from further oppression."

N. BEDFORD MERCURY 3/31/31

MAYORS' CLUB URGES PASSAGE OF BILL

Would Give $5,000,000 of Original 2-Cent Gas Tax to Municipalities

Boston, March 30 (AP)—The Mayor's club of Massachusetts, meeting at city hall today, was recorded as favoring Senate bill 47, providing for reversion to municipalities of about $5,000,000 annually as their share of the original two-cent gasoline tax.

Twelve mayors and 16 selectmen were present, and only the selectmen of Franklin, H. J. Gibb, E. S. Cook, and A. H. Simon, declined to vote for the measure. Mayors Carrier of Fitchburg, O'Neill of Everett, Whelan of Chelsea, Casassa of Revere, Duane of Waltham, Murphy of Salem and Larkin of Medford spoke in favor.

Mayor Curley of Boston, aroused by the refusal of Franklin's town fathers to endorse the measure, said "* * * such tactics play into the hands of what is called organized money. This under-cover power continually evades taxation, and city and town officials accept the easiest way—pile new burdens on real estate.

"Unless we get some relief in Boston," Mayor Curley added, "I know we'll have to suspend a good portion of our road-construction and road-mending work and close some highways to public travel."

NO. ATTLEBORO CHRONICLE 3/31/31

FRANKLIN ONLY TOWN TO OPPOSE

Boston, March 31.—The Mayor's Club of Massachusetts, meeting at City Hall yesterday, was recorded as favoring a Senate bill providing for reversion to municipalities of about $5,000,000 annually as their share of the original two-cent gasoline tax.

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Brockton Enterprise 3/31/31

"WE WANT A DOCK!"

All Cape Codders of one mind—
It's "Get the dock."
Preference as to place you'll find,
But "Get the dock."
A pier where New York boats may land
Folks and freight on Cape Cod sand;
To make the canal simply grand
Just "Get the dock!"

COMING from the flower show in Boston, the other day, Delcevare King of Quincy walked through Copley square and was impressed with the great barren triangle in its midst, as many others must have been. Here is a plot of goodly proportions, right in the heart of the Back Bay region, bordered by the Public Library, two handsome churches, a couple of sightly hotels and business buildings that are pleasant to contemplate, and yet it is left neglected and forlorn when a little dressing up with flowers and shrubs would transform it into a thing of beauty in place of a civic reproach. We know of no other like spot in a great city that is more unkempt except that utterly ugly Union square in New York. Boston has been prodigal elsewhere, in its Public Garden, its Fenway, its esplanade along the Charles river and in its parkway drives, in turning spaces into beauty spots. Why the seeming indifference as to Copley square? There is a triangle that presents possibilities in landscape gardening which might make it something for the city to be proud of, a goodly sight for the eyes of the many strangers who go to that hotel section and pleasant for the home folks to contemplate. Why it is not treated in some adequate way is amazing to Mr. King, and all who have occasion now and again to visit that part of Boston share in his failure to understand why the opportunity has not been improved. Does Mayor Curley, who has done so much to beautify his city, sometimes drive out that way and pass by with unseeing eyes? We wonder.

N. Bedford Mercury 4/2/31

MAYOR CURLEY AND PROMINENT OFFICIALS RECEIVE THREATS

Boston, April 1 (AP)—Mayor James M. Curley, Police Commissioner Eugene C. Hultman and more than 20 other men and women prominent in city and state public life have received threatening letters within the past month, police headquarters revealed tonight. The letters are all in the same handwriting and are believed to be the work of a crank. They contained threats to "expose" the public and private lives of the recipients but did not demand money. Inspector George V. Augusta has been sent to New York to consult handwriting experts in an attempt to run down the author.

Gloucester Times 3/31/31

PUBLIC WELFARE RELIEF.

The city of Boston finds it necessary to check the wholesale granting of relief to the unemployed. Mayor Curley tells us that from $600,000 to $700,000 is being disbursed every month. Part of this is cash given out over the counter. It is proposed to stop this practice of giving cash and confine aid to rent receipts and orders on grocery stores. Mayor Curley thinks that the charity of the city has been abused and he purposes to stop it. Probably a similar condition could be detected in many other cities. We have not only experienced very hard times, but they have been extremely well advertised. It has been difficult to say where to draw the line in administering relief. No doubt the public welfare officials in other cities beside Boston have gone too far.

Boston now proposes to get some work from those who receive relief. This would be refused by no decent man. In Norfolk, Virginia, many worthy men out of work have been asked to give their services in return for groceries. Painters and carpenters have been put to work not only in public institutions, but in charitable institutions managed by private corporations. Thus work has been done on old men's homes and hospitals, which do not seek a profit. It is a good thing for a man's own morale to work for what he receives from the city.

Mayor Curley now proposes to set more of the unemployed at work. Where those relieved are able bodied, they might well be asked in this city and other cities to do some work at the hospitals or the old men's or old ladies' homes. There are always some jobs which superintendents of these institutions would like to have done, although there are not enough spare funds in the exchequer to do them. But anything is better than long continued charity to able bodied men It is bad training. It is of course no secret that we have among us families in which occasional relief from the city treasurer is absolutely counted on, and is accepted without compunction or shame. In fact, it is considered as due to such families. That sort of thing should be frowned on Although the legislature has banished the word "pauper" from our statute books, the fact of pauperism continues. The work of administering public relief demands experience and very good judgment. In practice, it is often administered lavishly by inexperienced men of poor judgment.

Worcester Gazette 4/1/31

Mayor Curley and the Governor

Mayor Curley of Boston is still trying to throw a monkey wrench into the state's financial machinery. Haranguing 100 mayors and selectmen, he persuades most of them to endorse his demand that half the normal gas tax revenue, about $5,000,000, be turned over every year to the cities and towns.

With this amount made available for their street and road work, the various municipal authorities could divert a like sum to meet the extra cost of their welfare services. But in the highway bill already passed they are allotted $2,500,000, with enough more in abatements to bring the total up to approximately $4,500,000.

Five million taken from the present state construction program would wreck the plan that has already been accepted. Carried to its logical conclusion, such a policy would mean that new road building would be halted so that the gas tax revenue could be used to pave our city streets. That may be advocated, in time, but this is not the time for it.

If the municipalities can't get this extra five million, Mayor Curley declares, Boston will suspend road work and close its streets. Just so far as this statement constitutes a threat it is a piece of unadulterated bunk. The city's street work may be curtailed and traffic here and there may have to bump along over poor pavements where better ones are needed.

But if the mayor attempted to close one of the city's main thoroughfares, he would hear from the Boston business men and from the legal authorities in a way to make his head ring. Mayor Curley isn't going to close any streets, and he knows he isn't. He is simply trying to wreck a sound construction program for which Governor Ely can claim a large share of the credit.

The problem of unemployment relief in the cities and towns is a real one. It cannot be solved to the satisfaction of everyone. The mayors and selectmen have a difficult financial question before them. But Mayor Curley, in addition to that, has before him a difficult political question. A Democratic governor has occupied the center of the stage and has pushed the mayor out of the picture.

Politically, to all appearance, Mr. Curley is done for. And in his present outbreak the chance of success is very slim. For it is not merely the governor's program he is trying to upset but the Republican program, which has been endorsed by two-thirds of the Legislature, Democrats and Republicans alike. That seems a poor course to follow for a politician who wants to come back.

miscellaneous publications

April 1 – April 30, 1931

H.P. Gazette Times 4/2/31

NORTON ANSWERS MAYOR CURLEY

Issued Statement Regarding Band

City Councillor Clement A. Norton of Hyde Park issued the following statement in answer to Mayor Curley who called his resolution seeking information about the $100,000 drive now on to endow the Boston Fire Department Band, as "unwarranted" and "unjust":

"My resolution would inform the public as to whom it was who authorized a drive upon our business men for $100,000.00 to endow a musical outfit, a band, the members of which are all on the city payroll, at a time when the vital question of the day is how to raise enough money to properly feed, clothe and shelter the unemployed, the aged and the sick, and when many professional musicians are unemployed.

"Who authorized the turning loose on the business men of Boston of a group of professional solicitors who will solicit anywhere, at any time, for any cause, provided they collect for themselves so much on the dollar? And all this in the name of helping out the injured members of the Boston Fire Department and their families. The Boston Firemen's Relief Association appeals to the public yearly and our business men contribute generously, for the Boston firemen are well thought of. This association performs a great work. Drives such as this one for the band, unnecessary at this critical period, tend to hurt the Relief appeal."

Lowell Courier-Citizen 4/3/31

CURLEY WILLING TO TRADE SUPPORT

Will Back Boston Legislators in 1932 if They Will Push Bill, He Promises.

BOSTON, April 2, (AP).—Mayor James M. Curley today urged the Boston members of the state legislature to support his legislative program, and in return, promised them his personal support at the next election.

The legislators, assembled at a City Hall conference, were asked especially to support the mayor's bill which would give the cities and towns an extra cent out of the gasoline tax. The measure, Curley said, would cause the distribution of $5,000,000 additional among cities and towns this year. Boston's share, he said, would be $1,300,000—without which there would be a 60-cent boost in the tax rate.

If they supported the program, the legislators were told, the mayor would be pleased to write their constituents next fall that they had done everything to help keep down the city tax rate.

"Find out what the pet measures of the members from other sections are and trade votes with them," the mayor advised.

"I can conceive of nothing more injurious to a candidate for re-election than to be compelled to admit to the people that he had not attempted to safeguard the rights of the city," the mayor added.

Lowell Sun 3/31/31

WANT N. E. CONSIDERED IN MAIL SERVICE

BOSTON, Mar. 31 (AP)—The Boston Transcript today said that a group of prominent persons headed by Commander Donald B. McMillan, polar explorer, have been working to have New England considered in the proposed transatlantic airmail service, which the United States has scheduled to go by way of Bermuda and the Azores. Mayor James M. Curley and Howard Coonley, chairman of the aeronautical development committee of the New England council, were also behind the movement, the Transcript said.

The Transcript said that Commander McMillan would have a conference in Washington tomorrow with Postmaster General Walter F. Brown in an effort to convince him that the far northern route from Boston to London by way of Labrador, Greenland, and Iceland is more practical than the southern route.

At the same time, the Transcript said, Brown would be informed that McMillan is planning to survey the route as far as Iceland this summer. He would fly over Labrador, Greenland and Iceland in an extensive air survey in June.

Th e Transcript said that although public announcement of New England's interest in the transatlantic airmail had come suddenly, the actual study of the route, had been going on here for many months. The paper said that Coonley had been in communication with the postoffice department and that Mayor Curley had written to all members of congress from this section asking their support.

Worcester Telegram 4/3/31

CURLEY OFFERS AROUSE SOLONS

Both Parties Angered by Speech at Conference With Hub Members

ADVISES "TRADING"

Tells Them to Support Out-of-Town Projects For Votes in Return

By Telegram State House Reporter

BOSTON, April 2.—Mayor Curley's latest attempt to force legislators to support his bill for a return of one cent of the present two-cent gasoline tax to cities and towns, which came at a noon conference with Boston members of the General court, aroused a storm of protest tonight.

Criticism came not only from Democratic supporters of Governor Ely, who believe that today's session was a continuance of the attempt to interfere with the administration program, but also from Republicans who took the mayor's remarks as a direct threat to their future if they did not support his measure, which is now on the Senate table.

Charge Vote Trading

Upstate legislators were thoroughly aroused by the mayor's advice to the Boston members to support pet projects of the out-of-town members in return for a vote for the Curley bill. Rep. Daniel J. Coakley of Chicopee declared, "Curley may boss Boston but he doesn't rule the sticks." He said that if Curley believes he can effect a trading of votes he is due for a surprise.

Pointing out that the Curley proposal would wreck the highway program now under way, Coakley said the upstate representatives felt their communities would benefit more through the highway program than through the proposed gasoline tax return. Coakley said the upstate members were not concerned with Boston's tax rate.

"Next Elections"

The mayor stated that if the senators and representatives co-operated on his plan it would give him great pleasure, when the elections are upon us next fall, to direct a communication to the voters in the various districts, telling them that their legislator did everything possible to help the people of Boston in a time of emergency.

Conversely, the implication was that those who did not work for the passage of the bill might have some explaining to do when next they sought the favor of the voters.

He declared that a crisis exists and that his bill "must be put across." Failure will mean an increase of 60 cents in the tax rate, he said.

Springfield News 4/3/31

ORDERS DRASTIC CUT IN CURLEY'S PLANS FOR HUB DEVELOPMENT

Legislative Committee On Municipal Finance Hits Program

Boston, April 3—Mayor Curley's ambitious $31,000,000 program outlined for the development of the city of Boston was scrapped last night by the legislative committee on municipal finance. Out of a sheaf of 14 bills seeking authorization to borrow that amount of money outside the debt limit, for promoting various projects, the committee recommended that he be given $3,500,000 for four of them. The others were entirely rejected.

Armed with the advance knowledge that the committee was prepared to tear the outlined program apart, Mayor Curley attempted to rescue a substantial portion of it by submitting a private list of the projects he was anxious to promote. The order in which he had rated their importance was:—

1—$11,000,000 arterial highway.
2—$2,000,000 in street construction.
3—$1,250,000 for airport development.
4—$2,000,000 for improvement of Stony Brook channel.
5—$1,000,000 for widening and reconstructing Dorchester avenue.

Artery Rejected

The committee rejected the arterial highway, Stony Brook channel and Dorchester avenue projects, recommended $1,000,000 for street construction and $250,000 for the airport.

In addition to those two recommendations the committee also voted to give the mayor $2,000,000 for new high school construction and $250,000 for a municipal building in Charlestown.

The central arterial highway was to have provided a traffic outlet in two directions from the new East Boston tunnel and was vigorously supported by business interests, but the committee reached the conclusion that it would destroy real estate values to so great an extent that it was completely eliminated in spite of the mayor's frantic effort to rescue it.

When informed of the result of the committee's deliberations at a late hour last night the mayor declined to comment extensively on the report but indicated that the legislators may be influenced to a change of mind when the seriousness of the situation is impressed on them. He said:—

"I prefer not to make any comment at this time. Of course, it is conceded that practically every organization in the city favored the construction of the arterial highway at this time. Any injury done to the city is an injury to the state."

Winthrop Review 4/3/31

Mayor Curley Wins On Airport Lease

New Governor's Island Lease Follows City's Terms As Result of Protest

Mayor Curley's threat to appeal directly to President Hoover and Secretary of War Patrick J. Hurley against the restrictions imposed by army officials at Washington on the transfer of Governor's Island to the control of the city, has resulted in the removal of the restrictions, it was learned Wednesday night.

Following the Mayor's protest a new lease was forwarded by Washington to Major-General Fox Connor, commanding the first corps area, which has the complete approval of the city officials. Under it the city will not be required to build an army roadway from the airport to the island, construct a special wharf, erect a certain type of dirigible mooring mast, or return the control of the island to the War Department on a month's notice.

All these provisions have been removed from the new lease, so that it follows the agreement made by the Mayor with President Hoover and Congress. The city must, of course, give up the island in the event that the War Department should need it in an emergency for coast defence purposes.

The new lease, with the objections removed, has been tentatively approved by Chairman William P. Long of the park commission, who will have charge of the proposed expenditure of $1,250,000 to level the island and develop it as an extension of the Boston airport.

In a conference with General Connor the park commission chairman expressed confidence that the new lease would meet with the approval of the Mayor, inasmuch as it was in perfect accord with the specifications which the Mayor outlined to Secretary of War Hurley.

LOWELL COURIER-CITIZEN
4/3/31

Legislators Use Knife on Curley's Program

Municipal Finance Committee Slashes Street, Building, School and Airport Budgets

BOSTON, April 2 (AP)—The legislative committee on municipal finance tonight reduced the street, building school and airport programs of Mayor Curley and the Boston School committee from $31,000,000 to $3,500,000.

In an executive session that lasted until nearly midnight, the committee slashed entirely from the program the mayor's project for an $11,000,000 radial highway to care for traffic of the new East Boston tunnel, reduced the proposal for $1,250,000 for the Boston airport development to $250,000, slashed the $2,000,000 street program to $1,000,000 and cut the school budget of $5,000,000 annually for the next three years to $2,00,000 for new high schools.

In making public the report, the committee announced it had taken the position that, with the many demands on the public treasury at the present time, it was undesirable to allow large borrowings by the City of Boston.

N. BEDFORD STANDARD 4/2/31

MAYOR CURLEY IS THREATENED IN NOTES

Boston, April 2 (AP)—Mayor James M. Curley, Police Commissioner Eugene C. Hultman and more than 20 other men and women prominent in city and state public life have received threatening letters within the past month, police headquarters revealed today. The letters are all in the same handwriting and are believed to be the work of a crank. They contained threats to "expose" the public and private lives of the recipients but did not demand money. Inspector George V. Augusta has been sent to New York to consult handwriting experts in an attempt to run down the author.

SPRINGFIELD NEWS
4/2/31

CURLEY BACKS YOUNG FOR THE PRESIDENCY

Boston, April 2 — Mayor James M. Curley today was on record for Owen D. Young as the next Democratic candidate for President.

"You might well be advanced as a native son candidate from Massachusetts," declared Curley in inviting Young to make the Fourth of July address in this city.

Second to Young, the mayor favored thec andidacy of Gov Albert C. Ritchie of Maryland.

SPRINGFIELD NEWS
4/2/31

ABOUT THE STATE

President McGrath of Boston city council charges fear of consequences has prevented overseers from complying with demand for numerical classification of persons aided by welfare department.

Harvard's world war memorial will commemorate alike the Harvard men who died serving the allies and central powers, if present plans are carried out.

Mayor Curley threatens to close streets of Boston and suspend all road construction if Legislature refuses to give refund of gasoline tax revenue.

Deeds passed by which Clinton citizens purchase Lancaster mills after last minute hitch almost cancels deal.

Prof. Ripley's plea for Boston to concentrate on coastwise trade draws sharp replies.

Almy D. Adams of Wellesley, Boston real estate man, shoots himself at Berkeley and Stuart streets.

Brookline selectmen defer action on movie house for Village section.

Hathaway's parents visit him at jail; repeat belief in son's innocence Mother denies he is "spoiled playboy" who inherited fortune.

Gov. Ely has complete authority to direct $1,500,000 expenditure for new building for state department of public works.

FRAMINGHAM NEWS
3/31/31

MAYOR VETOES WAGE RAISES IN COUNTY

Boston, April 2—Without assuming to dictate to the city council as its action on the classification and compensation plan for Suffolk county employes, Mayor Curley yesterday sent back to the council without his approval the order passed by that body a few days ago under chapter 400 of the acts of 1930.

In his accompanying message Mayor Curley wrote that it perhaps will lead to speedier action and more accord if it is undertsood that he shall approve no changes which involve any increase in salaries for the year.

WORCESTER TEL
4/2/31

MUST SWEAR TO NEED OF AID

Charity Applicants to Face New Welfare System in Boston

Boston, April 1—The overseers of the public welfare will inaugurate today the new system of compelling all applicants for unemployment relief to swear to specific statements relating to the lack of funds and urgency of their need of relief.

Payments which have been made in accordance with the list of 4700 families and individuals will not be summarily stopped, but before assistance is granted, either in the form of cash or in orders for groceries and provisions, the recipient must file a sworn statement which will be the basis for arrest for perjury if investigation reveals fraud.

The introduction of the new system is expected to result in an immediate substantial reduction in the number of cases on the unemployment relief list. In advance of the change in policy, which was ordered by Mayor Curley after abuses discovered by the finance commission and his own personal investigator, the overseers yesterday issued a statement in which they virtually challenged the charges of racketeering.

Admitting that the facilities of the department have been overtaxed, the overseers defended the management and stressed their claim to the attainment of efficiency under a complexity of adverse conditions.

SPRINGFIELD UNION 3/28/31

The Port of Boston

As there are plainly two sides to the difficult question of determining the relation of the New England railroads, to themselves and to the proposed five consolidated trunk line systems mainly west of the Hudson, Mayor Curley will doubtless find considerable support for his plea that all the five systems may be permitted to gain entrance to Boston and for his opposition to a merger of the New England lines. His theory of the benefits of a fighting competition, however, is subject to qualification because Federal rate regulation minimizes competition so far as rates are concerned.

Mayor Curley complains that under the present railroad control the port of Boston has made no noteworthy progress but it hardly follows that, if all the trunk lines were run into Boston, it would improve the port or its shipping. For this purpose what Boston needs apparently is a rate as favorable as those enjoyed by competing Atlantic ports, in addition possibly to the more animated enterprise of Boston itself.

SPRINGFIELD UNION 4/3/31

Curley's Boom for Young

Coming at this time, immediately after the poll of the 1928 delegates and alternates, which showed a marked preference for Governor Franklin D. Roosevelt as the Democratic presidential nominee in 1932, the Massachusetts boom for Owen D. Young launched by Mayor James M. Curley of Boston takes on no little interest and, perhaps, some significance.

It seems to indicate that Curley is in no mood now nor at any time in the near future to attach himself to the Roosevelt retinue. He has made it clear that his second choice is Governor Ritchie of Maryland. Nor does he seem to warm up to the idea of presenting Senator David I. Walsh as the favorite son of Massachusetts, notwithstanding the fact that the Senator received four complimentary votes in the poll of the 1928 delegates and alternates.

In fact, Curley's present attitude seems to be entirely out of tune with that of the senior Democratic Senator from Massachusetts, not only as regards the presidential nomination but also in the matter of making prohibition the outstanding issue in the 1932 campaign. A recent conference in Florida with Chairman Raskob of the Democratic National Committee, whose wet views are well known and who is understood to favor Young for the nomination in preference to Roosevelt, may have had something to do with shaping Mayor Curley's attitude and action.

In Boston Democratic circles it is taken for granted that Curley will be one of the delegates-at-large to the 1932 convention. In the natural order of things Senator Walsh will be at least the titular leader of the Massachusetts delegation. To what extent he will be the actual leader may in no small measure be determined by the attitude and conduct of Curley and others.

It may be taken for granted that the Massachusetts delegation will be decidedly wet though Senator Walsh is understood to be in favor of soft-pedaling the wet and dry issue and trying to substitute something else. The Senator is also understood to be in no way averse to a movement which has grown up among his followers in this State and which is said to have found some support among his Democratic colleagues in the Senate, to boom him for second place on the ticket with Roosevelt.

The politically astute Mr. Curley is, of course, wise to this situation. Hence the interest which attaches to his enthusiastic declaration in favor of Young as first choice for the presidency and Ritchie as second choice, backed up by his action in inviting Mr. Young to be the principal speaker at Boston's Fourth of July celebration.

Senator Walsh's hopes, aspirations or desires do not seem to figure in the Curley plan. In fact, the Boston Mayor has gone quite a bit out of his way to ignore, if not actually dispute, the Senator's assumed leadership.

LOWELL-COURIER CITIZEN 4/4/31

CURLEY SCORES RAIL PLAN CRITICS

Boston Mayor Says Commissioner Eastman's Arguments Are Inconsistent.

BOSTON, April 3, (AP).—Mayor James M. Curley in a statement issued tonight criticized Joseph B. Eastman of the Interstate Commerce commission and Professor William Z. Ripley of Harvard for their stand in favor of a proposed merger of New England railroads.

The mayor charged that Commissioner Eastman's views were published solely to influence public opinion and he questioned the propriety of such action on the part of an official of a tribunal which eventually must pass judgment on future railroad plans.

Declaring the commissioner's arguments were inconsistent, Curley urged him to tell the legislative committee on transportation what reasonably could be expected from three or more trunk lines in the way of placing New England on a transportation basis comparable with other parts of the country.

Mayor Curley has advocated the entrance of the van Sweringens system into New England to end the reported control of the Pennsylvania over the Boston & Maine and the New Haven.

Referring to Professor Ripley, the mayor said it was "disloyal, derogatory and unfair of the Harvard savant to make an unsound attack on the port of Boston in which the city and state had invested $25,000,000."

Attacking the merger proposal, the mayor said "New England could not be worse off."

He charged the New Haven road was discriminating against Boston and other New England ports by carrying New England exports to the port of New York and there providing free lighterage and other facilities costing more than freight charges from the point of origin of the product.

The decline of the port of Boston, the mayor said, was due to the inability of the railroads here to compete with trunk lines serving other ports with exports from the interior.

MALDEN NEWS 4/3/31

Watch the Relief Lists

THE DANGERS that are inherent in every system of "relief" are witnessed by the disclosures made in Boston with regard to use that some lazy and unprincipled persons have made of that city's employment relief. Mayor Curley, whom no one will accuse of a lack of sympathy for the needy, frankly admits that a "racket" has grown up in Boston; that many persons have received aid who do not actually need it; that money thus received has been spent for luxuries and for entertainment; that some applicants have chosen to live on what they could get out of the city without making any effort to get work and become self-supporting. The result is an order to pay out no more money, but to give relief in the form of paid grocery bills and rent bills, and to insist that men claiming relief shall work it out for the city when required to do so. The situation is, as we have said, inevitable. It occurs whenever the government offers support or semi-support to people out of employment. One of the chief difficulties with the labor situation in England is that so many men are content to subsist in idleness on the "dole" and not only decline to look for work, but refuse it when offered. This is of course no argument against legitimate relief work, which is essential. There are thousands of families in need through no fault of their own, and thousands of honest workingmen out of a job just now, who would ask nothing better than a chance to earn their own living again. But the ranks of the "unemployed" are swelled by many who do not like work and are glad of an excuse to avoid it, and there are always some people who are not too proud to take government charity to spend on something else than the necessities of life. The relief work must go on, and go on generously; but those in charge of it, in other cities than Boston must be careful to investigate suspicious cases, and see to it that the tax payers are not being worked by a lot of lazy and unscrupulous "racketeers."

N. BEDFORD STANDARD 4/3/31

CURLEY'S PROGRAM CUT TO ONE TENTH

Boston, April 3 (AP)—The legislative committee on municipal finance last night reduced the street, building, school and airport programs for Mayor Curley and the Boston school committee from $31,000,000 to $3,500,000.

In an executive session that lasted until nearly midnight, the committee slashed entirely from the program the mayor's project for an $11,000,000 radial highway to care for traffic of the New East Boston tunnel, reduced the proposal for $1,250,000 for the Boston airport development to $250,000, slashed the $2,000,000 street program to $1,000,000 and cut the school budget of $5,000,000 annually for the next three years to $2,000,000 for new high schools.

In making public the report, the committee announced it had taken the position that, with the many demands on the public treasury at the present time, it was undesirable to allow large borrowings by the city of Boston.

SPRINGFIELD REPUBLICAN 4/7/31

CURLEY CAN APPEAL FOR HIS CITY PROGRAM

Boston, April 6 — (AP) — Mayor James M. Curley of Boston will have an opportunity Wednesday to appeal personally to the joint legislative committee on municipal finance for his $31,000,000 improvement program, Chairman George P. Anderson of the committee said today. Mayor Curley recently wrote to all Boston members of the Legislature and to the committee asking support for his plans.

N.B. MERCURY 4/4/31

CURLEY HITS AT EASTMAN AND RIPLEY

Criticizes Their Stand in Favor of Merger of N. E. Railroads

Boston, April 3 (AP)—Mayor James M. Curley in a statement issued tonight criticized Joseph B. Eastman of the Interstate Commerce Commission and Prof. William Z. Ripley of Harvard for their stand in favor of a proposed merger of New England railroads.

The mayor charged that Commissioner Eastman's views were published so as to influence public opinion and he questioned the propriety of such action on the part of an official of a tribunal which eventually must pass judgment on future railroad plans.

Declaring the commissioner's arguments were inconsistent, Curley urged him to tell the legislative Committee on Transportation what reasonably could be expected from three or more trunk lines in the way of placing New England on a transportation basis comparable with other parts of the country.

Mayor Curley has advocated the entrance of the Van Sweringens' system into New England to end the reported control of the Pennsylvania over the Boston and Maine and the New Haven.

Referring to Prof. Ripley, the mayor said it was "disloyal, derogatory and unfair of the Harvard savant to make an unsound attack on the port of Boston in which the city and state had invested $25,000,000."

Attacking the merger proposal, the mayor said: "New England could not be worse off." He charged the New Haven road was discriminating against Boston and other New England ports by carrying New England exports to the port of New York and there providing free lighterage and other facilities costing more than freight charges from the point of origin of the product.

The decline of the port of Boston, the mayor said, was due to the inability of the railroads here to compete with trunk lines serving other ports with exports from the interior.

E.B. ARGUS ADVOCATE 4/3/31

Central

Tunnel a Forward Step

The construction of the new traffic tunnel between East Boston and the city proper is a substantial and forward step in preparation for the creation in the East Boston section of a new shipping center and railroad terminal. The city will welcome the development of shipping enterprise calculated to increase the toll revenue of the tunnel. The duty of an early start is imposed on the interests responsible for waterfront improvements in cooperation with the enterprise of the city in that direction. The tunnel will be in operation long before new business is provided to absorb the necessary amount of toll charges. Port development in the East Boston district will provide much impetus in that direction.

Port Development Plans

The Boston Port Development company, officers and directors of which are among the most enterprising and progressive citizens of Boston, acquired about two years ago, about 1200 acres of upland and flats from the East Boston company, located in East Boston and Revere. About 1000 acres of this territory is well located to serve the purposes of port development in connection with the lands already acquired by the state. The company had devoted much time to the consideration of plans for the development of the port; both on its own property and on that of the state and city, in full belief that unless East Boston is soon established as a shipping and industrial location, the opportunity for the suitable development of the entire district will have passed.

The Ideal Location

On its own land and waterfront the Boston Port Development company has tentative plans for, and may construct commodious piers and railroad terminals, but this would require dredging, from the main harbor channel near Governor's island, more than a mile to the proposed turning basin. The company is entitled to construct such a channel to reach its property even though the consequence be a total severance of Governor's island or Apple island from eventual mainland connection. But such a waterfront development would lack many of the advantages inherent to the frontage on the main channel. The ideal place for pier development, of the sort needed for all New England, is on the main channel waterfront, now occupied as an air field, but actually owned by the Commonwealth, where vessels may easily approach the quays or be warped into berthing spaces at little cost.

Utilization of Waterfront

It is not outside the bounds of possibility that a company may be organized within a very short time for the proper commercial utilization of the East Boston waterfront. This possibility may be said to have sufficient basis on which to urge the rejection of any proposals to spend large sums of state or municipal money in improvements on leased land, that in the nature of things, must be surrendered, when needed, to the purposes originally intended.

The Alternative

Irrespective of the amount of money spent by the city or state on the East Boston Airport location, the question must not be lost sight of, whether the deep channel waterfront of East Boston shall be an up-to-date marine port and great freight traffic terminal or merely an airport such as might just as well be located elsewhere.

DOUGLASS FOR MAYOR

Rumor that Popular Congressman May Enter Ring in Coming Campaign

COUNCIL CANDIDATES

Catherine Bell, First Section Republican, May Oppose Flock of Democratic Aspirants

Rumor persists that the Hon. Martin M. Lomasney, who handles political candidates like a chess player arranges kings and queens, is hoping that Congressman John J. Douglass may be physically fit to make the run for Mayor in 1933 (a long ways off, but not so far distant as to preclude, maybe, the feasibility of feeling out sentiment). The congressman, if his health continues to improve, as seems evident, will have finished his present term next year and he might be induced to be a mayoralty candidate. One of his closest friends, in fact, a legal associate, says the only reason that Johnny Douglass would care to run for Mayor of Boston if, in his opinion, he felt that he could win, would be for the sake of "practically" rewarding some of his best friends who rallied to his support in times when he was sorely pressed, including Billy Healey, Dan McInnes, John Boyle, Bill Crawford, just to mention a few and, in the event of his "flinging his hat in the ring" in an appeal to the electorate of Boston to have them consider his qualifications to be the presiding genius at City Hall for four years, a test would be made here in East Boston, whether Curley's candidate, Congressman John W. McCormack, or Congressman John J. Douglass, would have the call on the Island. It is but natural to suppose that the local candidate would be the favorite and the best bet to win, but how the fickle-minded, coin-loving Democrats of this town—and their name is legion—would act is a mooted question. It will be remembered that the Hon. James Michael Curley—non-partisan Mayor of Boston—has asserted that he could come to East Boston, make one or two speeches, spend one or two hundred dollars (for legitimate electioneering expenses) and sweep the district for himself. Maybe he could, for himself, by virtue of his hypnotic forensic magnetism, but could he do it for McCormack against Douglass? We think not. Even the Quincy club oracle could hardly be rash enough to claim that. However, the possibility, yes, the probability of the Hon. Malcolm E. Nichols, returning from a vacation, to paraphrase Hon. James M. Curley, is liable to upset all calculations and well laid plans of the Tammany sycophants. A factor to be considered in the next mayoralty fight is District Attorney William C. Foley, whose conduct of his office has edified his friends and chagrined his enemies in the political game. When Bill Foley remembers "the one" who supported Senator Mulhern against him for District Attorney, he is not likely to wax enthusiastic over the "prospective" mayoralty aspirations of John W. McCormack. So there you are. Figure it out at your leisure.

LOWELL COURIER-CITIZEN 3/31/31

WOULD GIVE CITIES SHARE IN GAS TAX

Mayors' Club Approves Bill Calling for Distribution of $5,000,000 by State.

BOSTON, March 30 (AP)—The Mayors' Club of Massachusetts, meeting at City Hall today, was recorded as favoring Senate bill 47, providing for reversion to municipalities of about $5,000,000 annually as their share of the original two-cent gasoline tax.

Twelve mayors and 16 selectmen were present, and only the selectmen of Franklin, H. J. Gibb, E. S. Cook and A. H. Simon, declined to vote for the measure. Mayors Carriere of Fitchburg, O'Neill of Everett, Whelan of Chelsea, Casassa of Revere, Duane of Waltham, Murphy of Salem and Larkin of Medford spoke in favor.

Mayor Curley of Boston, aroused by the refusal of Franklin's town fathers to endorse the measure, said ". . . Such tactics play into the hands of what is called organized money. This under-cover power continually evades taxation, and city and town officials accept the easiest way—pile new burdens on real estate.

"Unless we get some relief in Boston," Mayor Curley added, "I know we'll have to suspend a good portion of our road-construction and road-mending work and close some highways to public travel."

EAST BOSTON ARGUS-ADVOCATE 4/3/31

DAMAGE IS TRIVIAL

Despite Airport Lease, Marine and Commercial Progress Could Get Underway

QUESTION OF TIME

Sooner or Later Flying Field and Seaport Would Tread on Each Other's Toes

In this edition of the Argus-Advocate the third and final installment regarding the history and development of the airport, together with suggestions for other sites, etc., is printed. It has been our aim to publish what we consider the facts of the situation, and to let the people of East Boston decide the question of airport vs. seaport.

No Great Damage Yet

It is fair to say, except for some extra outlay on the part of the city and its privilege lessees on the flying field, that up to the present time, no great damage has accrued to the state or the city through the 20 year lease granted to the latter, terminating in 1948. Even the long lease, with 17 years to run, is no actual deterrent to the commencement of a program of development of the state lands for the original purpose of a marine port. A very excellent safeguard of both leases to the city was the reservation by the state of a strip 500 feet wide on the channel waterfront "for the purpose of constructing an extension of railroad tracks now leading to these premises and roadway facilities and the full use of the same as may be necessary for the development and use of other lands and flats of the Commonwealth which lie easterly and southerly of the leased premises; and the lessee will not erect any runways or do any work to interfere with the full use of the area by the Commonwealth."

Work May Start at Any Time

With this reservation in the lease, nothing prevents the initiation of work as and when agreed upon at any time for the construction of piers, docks and warehouses on the channel waterfront in connection with a definite plan of port development. It is quite possible that a period of three to five years, perhaps more, would elapse, after the beginning of operations, before the marine improvements would seriously hamper the contiguous operations of the flying field, or vice versa.

As a Preliminary

Assume now that a company may be organized with a substantial capitalization for the purpose of constructing and operating a pier and terminal development in East Boston. It should acquire, as a preliminary, the use of all commonwealth lands, a portion of which is now leased to the city for an airport, and subject thereto. It should also acquire rights of the City of Boston to flats easterly of Wood Island park, these being necessary for an approach, and hinterland to the area now owned by the state in connection with any adequate scheme of port development. It should also acquire about 1,000 acres of upland, marsh and flats lying for the most part easterly of Bennington St., all of which is neessary for railroad assembling yards and industrial locations in connection with a proper port development. Up to the present time nothing has happened to block the possibility of such a comprehensive plan.

A Job for Private Initiative

With these contiguous properties available, private enterprise would be in a position to go forward with the work of development; dredging out berthing spaces; building piers and constructing nearby head houses, grain elevators and other improvements.

State Control of Port Facilities

This initiative must be taken by private enterprise, because it is not likely the state will ever undertake the further public construction and operation of piers, warehouses and terminal facilities at East Boston or anywhere else. Its experience in building and owning the Commonwealth piers in South Boston, with vast storage, only to find the space practically useless, because, after a specified number of hours, the state declines to be in competition with private storage interests, reveals only one difficulty of public operation of such a utility. If Boston is to have improved pier and warehouse facilities, it is evident they must be provided by private enterprise, subject to state supervision and control as to charges imposed on shippers and shipping. Therefore, the Commonwealth, in accordance with its purpose of protecting and fostering the legitimate commercial advantages of the port of Boston may well consider proposals for constructive cooperation as and when made by substantial private interests.

The Port's Vital Interests

What shall be the attitude of the City of Boston in the event that a plan for the definite development of the port of Boston be proposed either by the state or by private interests? Only one answer seems possible: that port development will be welcomed and encouraged in every possible way by the business interests, the Chamber of Commerce, the City administration, and everybody concerned. If the temporary rights of the city in the airport lease should seem to interfere with marine construction in any way, it is unthinkable that such rights shall not be waived in the greater common interest of marine port construction. It is true that the City of Boston has a lease of the grounds for the next 17 years, but no one doubts that this lease will be partly or wholly vacated as soon as the demands of the location for port development purposes are indicated in a tangible manner.

Expenditures on the Air Field

It is fortunate that the interests and enthusiasm of Boston in the cause of aviation are not dependent upon any particular site for an operating field and that no one may accuse its advocates of intending to hamper the original plans for a marine port by appropriating the present landing field to the exclusion of the commercial interests of Boston. And yet, it is now time to question the expediency of further expenditures for air facilities on this property, in view of the possibilities of marine development and the need of that site in connection therewith.

Trunk Lines Projected

The propositions now being considered for the rearrangement of western trunk line connections for the New England railroads, under which the Boston & Maine may be allocated to the Nickel Plate with trackage rights to both Canadian systems, thus making Boston a natural coast outlet of a vast continental hinterland, are of striking encouragement to development of the port of Boston. It indicates the early need for definite plans to secure that development.

Differentials May be Overcome

The handicap of Atlantic port differentials now operating to the disadvantage of Boston may be overcome and equalized by lower ocean rates, in the opinion of shipping authorities. So long as Boston is penalized by the imposition of port differentials, its shipping interests are not obliged to continue as a party to the conference agreement for equal rates to Europe. Therefore, when Boston has western and northern connections to supply traffic to its terminals in quantity, it will find Boston shipping ready to carry on, at rates sufficient to overcome the longer rail haul, at any competitive cost, as established by the Interstate Commerce commission, or otherwise. The short and quick ocean trip to Europe is a factor of great importance towards the early construction and equipment of an additional up-to-date port center in Boston.

Harbor Channels Provided For

The National Government and the Commonwealth have done much and are ready to do more for the opening up and dredging of Boston Harbor lanes. The harbor needs little more work done in it to make ready for the greatest possible port reconstruction.

LAWRENCE EAGLE 4/3/31

SOLONS CUT MAYOR CURLEY'S PROGRAMS BY $27,500,000

BOSTON, April 2 (AP)—The legislative committee on municipal finance tonight reduced the street, building, school and airport programs of Mayor Curley and the Boston School Committee from $31,000,000 to $3,500,000.

In an executive session that lasted until nearly midnight, the committee slashed entirely from the program the mayor's project for an $11,000,000 radial highway to care for the traffic of the new East Boston tunnel, reduced the proposal for $1,250,000 for the Boston airport development to $250,000 slashed the $2,000,000 street program to $1,000,000 and cut the school budget of $5,000,000 annually for the next three years to $2,000,000 for new high schools.

In making public the report, the committee announced it had taken the position that, with the many demands on the public treasury at the present time, it was undesirable to allow large borrowings by the City of Boston.

LAWRENCE EAGLE 4/3/31

CURLEY URGES LEGISLATORS TO SUPPORT HIS PROGRAM

BOSTON, April 2 (AP)—Mayor James M. Curley today urged the Boston members of the state legislature to support his legislative program, and in return, promised them his personal support at the next election.

The legislators, assembled at a city hall conference, were asked especially to support the mayor's bill which would give the cities and towns an extra cent out of the gasoline tax. The measure, Curley said, would cause the distribution of $5,000,000 additional among cities and towns this year. Boston's share, he said, would be $1,300,000—without which there would be a 60-cent boost in the tax rate.

If they supported the program, the legislators were told, the mayor would be pleased to write their constituents next fall that they had done everything to help keep down the city tax rate.

"Find out what the pet measures of the members from other sections are and trade votes with them," the mayor advised.

"I can conceive of nothing more injurious to a candidate for reelection than to be compelled to admit to the people that he had not attempted to safeguard the rights of the city," the mayor added.

BROCKTON TIMES 4/2/31

MAYOR CURLEY of Boston is credited with opening the Presidential campaign of Owen D. Young by inviting him to be the Fourth of July orator at the official Boston municipal celebration. That interpretation of the invitation may be sound and correct. He is a strong possibility for the nomination. But much water will run over the dam between now and a year from next August. Early booms are apt to dry up and wither.

N. BEDFORD STANDARD 3/31/31

MAYORS' CLUB ASKS PASSAGE OF BILL

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Twelve mayors and 16 selectmen were present, and only the selectmen of Franklin, H. J. Gibb, E. S. Cook, and A. H. Simon, declined to vote for the measure. Mayors Carrier of Fitchburg, O'Neill of Everett, Whelan of Chelsea, Casassa of Revere, Duane of Waltham, Murphy of Salem and Larkin of Medford spoke in favor.

Mayor Curley of Boston, aroused by the refusal of Franklin's town fathers to endorse the measure, said "* * * such tactics play into the hands of what is called organized money. This under-cover power continually evades taxation, and city and town officials accept the easiest way—pile new burdens on real estate.

"Unless we get some relief in Boston," Mayor Curley added, "I know we'll have to suspend a good portion of our road-construction and road-mending work and close some highways to public travel."

PITTSFIELD EAGLE 4/2/31

NEW PARLEY CALL ISSUED

Curley Asks Legislators To Attend Conference

BOSTON, April 2.—Mayor James M. Curley of Boston has issued another summons to what is little more than a private session of the legislature. Yesterday's summons, worded in the form of an invitation, is for a council at Boston City hall today "for the purpose of considering legislation essential to the best interests of the citizenship of Boston and the Commonwealth."

The speaker of the house, the president of the senate, departmental officials of Boston and a picked group of legislators have been "invited." At the first session, ostensibly a luncheon, the legislators were urged by the mayor to support his plan for a disbursement of half of the present gasoline tax back to cities and towns, a petition for which he now has before the legislature.

At today's meeting Curley probably will again urge support of his proposal to return 1 cent of the present 2-cent gasoline tax back to cities and towns. It would be a good bill for Boston, because Boston would get the lion's share. The point against the bill is that it deprives the public works department of almost half its revenue for road building in all sections of the state. Western Massachusetts would be hard hit by such legislation.

The mayor also will undoubtedly emphasize the need of his own building program, which entails the borrowing of about $31,000,000 outside the debt limit. It is understood that there is very little enthusiasm for this measure on the part of the committee on municipal finance, which is considering it. The majority of the members of this committee feel that the present is not the proper time for such an ambitious program.

SALEM NEWS 4/3/31 WORCESTER TELEGRAM 4/7/31

CURLEY AGAINST STATE SPENDING ALL AUTO MONEY

Told Boston Legislators Half of Gas Tax Should Be Turned Over to Cities and Towns

Boston, April 3—The theory that all money from automobile sources should be expended for highways by the state department of public works must be torn down, Mayor Curley told Boston legislators yesterday at a conference in City hall.

Mayor Curley urged the legislators to support several bills before the legislature, including one by which one-half the existing gasoline tax revenue would be turned over to cities and towns. Boston's share of the additional one-cent gas tax, if cities and town obtain it, would be $1,300,000. The mayor said that if Boston does not get its share an increase of 60 cents in the Boston tax rate will be necessary.

The mayor told the legislators that if they supported these bills he would be pleased to write to their constituents next fall that they had done everything to help keep down the tax rate in the city. He did not say what might be done if they do not support the measures.

In opening, the mayor said there is no way to justify any increase in tax rates, in any city or town, under existing conditions, and that ways and means must be found to prevent any increase of the burden on the already overburdened.

Massachusetts cities, he said, are faced with an outlay in excess of $7,000,000 for public welfare work. Opposed to this is a decrease of approximately $4,000,000 in state income tax, which reduces the amount the communities will receive from that source.

"Last year's automobile fees and gasoline tax," he said, "brought to the public works department of the state approximately $19,000,000. The proposed one-cent increase will add about $6,000,000 to the sum which this department has to play with.

"If the department could not spend all of its $19,000,000 it surely cannot spend $25,000,000. The disbursing of this income has come to be

Regarded as a State Privilege

which must not be disturbed. We do not propose to touch any part of it except the gasoline tax which, last year, amounted to about $10,000,000. On the basis of the state assessment, Boston pays 26 per cent. of the amount distributed, yet she would receive under this bill only about $1,300,000 if the measure is adopted. The amount would not be sufficient to cover Boston's cost of $1,763,000 for public welfare, but it would help. Of the total amount received by the state from the gasoline tax, Boston pays about 40 per cent.

"You may find that the legislators from the Berkshires, from Middlesex, or from some other part of the state have a pet project that they wish to succeed. Trade with them if you have to. We have a crisis before us and we've got to put this across."

Mr. Curley told those present they need not feel they would be alone in their struggle to get the legislation he seeks, because within 72 hours every city and town in Massachustts will hold conferences similar to the one in City hall.

SMITH, NOT YOUNG, FOR HUB ORATOR

Council Votes For Ex-Governor in Fiery Session

BOSTON, April 6 (AP)—The City Council wound up a fiery debate on national politics, today by voting 15 to 3 to ask Mayor James M. Curley to invite Alfred E. Smith and NOT Owen D. Young to be the Fourth of July orator this year.

Councilman Francis E. Kelley was aroused by reports that Curley had invited Young and introduced an order asking the mayor to rescind the invitation and send it to Smith instead. He charged that Curley gave Smith lukewarm support in 1928 and that he was now "trying to play politics with a sacred day."

Other Democrats retorted that it was none of the council's business whom Curley invited for that was an executive function and the few Republican members joined in with solicitation for the position of former Governor Smith should he receive a second-hand invitation. However, there was NO question when the vote came on how the council stood.

BOSTON REVIEW 4/3/31

Soldiers of Fortune Are Among Those Veterans Who Muster Daily In City Hall

Program Grafters, Bogus Lottery Fakers and Other Gentlemen Who Work, But Work Only Other People, May Be Seen In Corridors Daily—Traffic Commissioner Conry's Friends Are Already Boosting Him For Mayor

By Peter Fitz Curley

I may say that I know a lot of veterans, and I never saw so many of them hanging around City Hall as there have been during the winter now past and the short time since spring arrived. They are not members of the American Legion or Veterans of Foreign Wars, for they are merely soldiers of fortune, and nearly all of them were absent when the boys were lined up for draft purposes. They are engaged in all sorts of games, not one of which is legitimate, and their one purpose in life is to live fairly well without working, except as they devote themselves to their specialty, which is working other people.

I saw at least a dozen of them in the corridor of the City Hall annex yesterday forenoon. They had gathered to discuss the state of the country and of their finances. Some of them are program grafters. Their specialty is devising mythical benefits and issuing souvenir programs. Usually the benefits are in aid, or supposed to be in aid, of some worthwhile organization. No benefits are held, and the advertising programs are sloppy things as a rule, and printed merely in order to collect for the advertising. Some of the program grafters have brains to spare, and they could make more than a comfortable livelihood if they were willing to do something more reputable than working other people.

I saw in City Hall this week a man who was pointed out to me as the chap who has been working a good one in the name of the American Legion. His story is that the American Legion is conducting a lottery and he calls at a likely looking house and tells the people living therein that they have won $90 and a set of dishes in the legion lottery, and he asks for $10 with which to pay the cost of packing and shipping. The fact that the American Legion is not conducting a lottery has not prevented him from doing fairly well. Once in a great while, they tell me, he hits a house where the people refuse to accept prizes, because they are opposed to lotteries, but that does not happen very often. Why anybody should part with $10 on a stranger's word that they have won something is not easy to understand, except that a lot of people are born that way.

I am told that Traffic Commissioner Conry's friends are boosting him for mayor to succeed Mayor Curley, and that already he is being favorably considered for the position by nonpartisan citizens who feel that a man of Commissioner Conry's intimate acquaintance with municipal affairs should succeed Mayor Curley. Whether Commissioner Conry would care to quit his post of duty is a matter of some uncertainty. He is giving more hours to the consideration of traffic problems than almost any man would care to give, and he has mastered every detail of the work already done and waiting to be done.

As Mayor Curley has not yet completed the first half of his term, it considered finally who, in his opinion, should be his successor at City Hall, but it is believed that his high regard for the commissioner, which has been manifest in many ways, would be of considerable influence in reaching a decision. Commissioner Conry began his political career as a member of the old Common Council, and as president of that body he made a record for intelligent leadership and discreet rulings.

Worcester Telegram 4/4/31

House Tactics Create Crucial Test for Ely

Senate, Resenting Necessity of Rejecting Many Bills Passed to It, May Send Them on to Governor for Veto Action

By JAMES H. GUILFOYLE

BOSTON, April 4—The Democratic administration on Beacon Hill faces a crucial test next week. There is not only a concentration of important legislation, but the Senate may carry out its threat to embarrass Governor Ely unless he makes the House Democrats behave.

For the past week or two a fusion of insurgent Republicans and Democrats has made the regular Republican House organization "look sick." Bill after bill has been substituted for adverse reports and passed. Time was when an adverse report just about spelled disaster for any measure. Lately it has been a symbol for the Democrats to get busy and overturn it.

The result of this activity has been causing concern to legislative leaders. Much of the legislation which the House has favored in the face of unfavorable reports has been of questionable value. Some of it has been regarded as downright dangerous to public welfare.

"Passing Buck"

And while the House has continued to pass this sort of legislation the Senate has been working overtime killing it. There was suspicion the House was doing little more than "passing the buck" to the Senate. The House was shooting through so-called labor measures, and bills that might have popular appeal in theory but work out badly in practice, and letting the Senate take the onus of killing them. Some of the measures advanced by the fusion really didn't appeal to the Democrats. They probably wouldn't have voted for them if they had not relied on the Senate to throw them out the window.

President Gaspar G. Bacon sensed this situation the other day, after the House had passed a bill making retroactive to 1910 legislation for payment of compensation to dependents of policemen and firemen. No one knew how much of a burden such legislation would place on cities and towns. Nobody seemed to care. Conservative estimates had it well over the million mark. But the House substituted the bill for the adverse report and President Bacon got into action.

Without going into great detail, Mr. Bacon simply told Gov. Ely that unless he controlled the unruly Democrats who were passing some of this questionable legislation, the Senate was going to step from under, and present the governor with a nice batch of bills that he would hesitate to sign.

Bacon Can Make Good

President Bacon can make good on anything he says about the Senate. When he told the governor that the Senate would no longer assume the burden of being the safety valve for the House, but would push these measures along with voice vote approval, the governor knew that he mean't it. That day Gov. Ely met with his steering committee at luncheon. There are reports that he directed that no representative vote for legislation he might have to veto.

The command attributed to the governor may be genuine, but there was no particular evidence of it in the House the latter part of this week, when the vaccine was to take. True, the compensation bill was killed when it came up for engrossment, but the Democrats have shown no disposition to desert other measures which they supported in the early stages. This has not escaped the observation of the senators and the retaliatory tactics may be resorted to this coming week.

It is not at all certain that such a move will work to any particular advantage. It is not beyond possibility that the governor's veto might not be sustained. It would be unusual, of course, for his own party to ignore such official action, but some of the members may feel it more important to be consistent in their vote than loyal to their party. It might even be that the organization Republicans would seek to even the score by lending their might to

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Cronin and Coakley

There has been considerable comment on the attack which Representative Cronin leveled at Daniel H. Coakley of Brighton during a recent House debate. In the election campaign Republicans used the argument that Mr. Coakley was a very valuable ally of Governor Ely, and no doubt he was. There is no use dodging the fact that a great many persons who followed politics believed Mr. Coakley would probably be rewarded through an effort to have him reinstated in his practice at the bar. It was all talk, of course, because the Supreme court would pass on that question and not the governor, but it added zest to political gossip. Thus when Mr. Cronin was so outspoken in his opinion of Mr. Coakley it attracted the attention of the gossips. And particularly so because Representative Birmingham, the Democratic leader, went to such great pains to defend not only the character, reputation and intellect of the vitriolic "Radio Dan," as his friends call him, but also his loyalty to the Democratic party.

Since Birmingham represents Governor Ely, who was violently assailed in the primaries by Mayor Curley, who was equally violently assailed by Dan Coakley when he ran for mayor, you can fit the pieces into your own crossword puzzle and determine why the little exchange in the House caused such interest.

Mayor Curley continues to argue for his bill to return one-half of the present two-cent gas tax to the cities and towns for municipal expenditures. The mayor has talked with other mayors and selectmen and gained their support. He has outlined his views to the legislators from the "sticks," and now he has practically assured the Boston legislators if they want the support of the mayor in the years to come "an awfully good way" to get it would be to work for his bill.

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Grave Error

The Curley bill is on the table in the Senate. Latest indication is that the mayor is making grave error every time he moves to have it passed. The governor's supporters see him in the role of the monkey-wrench thrower, the legislators from the "sticks" don't care much about Boston's tax rate and do not see any great benefit to their own communities. Many of the Boston legislators don't like even the suggestion of a threat unless they go the Curley way. The result is Curley's continual declaration that the Department of Public Works can't handle the program the governor has outlined and that, therefore, cities and towns ought to get $5,000,000 more of the gas tax marks his bill for sudden extinction.

Wednesday we'll have the registrar.

And if Colonel Herbert doesn't want it, or there is some reason why he can't have it, place your bets on Leo Leary, a very estimable gentleman from Brookline, which town this year had its first Democratic victory dinner.

"Just In Fun"

The presidential talk which is heard all the way from Albany to Washington and way stations cropped out in Massachusetts, this week. Mayor Curley declared for Owen D. Young for the Democratic nomination. And just in fun, of course, have you noticed that in other places there has been mention—just in fun, of course—that Mayor Curley or Senator Marcus A. Coolidge and Governor Ely—might be dark horse candidates for vice president? This just in fun mention will soon reach sufficient proportions for a special article if it keeps on and there are some interesting stories that can be told.

It is assured that the redistricting committee won't be through with its work for some little time yet, so the 16 congressmen will continue to worry as to who will lose his seat. In the meantime, prepare to hear every one mentioned as the loser. Thus far Congressmen Frank H Foss of Fitchburg, Underhill of Somerville, Dallinger of Cambridge and Luce of Waltham have lost their districts "according to reliable authority." That means 12 more must yet be mentioned in the newspapers before the committee takes all into its confidence as to what it proposes to do, so Governor Ely can decide if we elect by districts or at large in 1932.

AMESBURY NEWS 4/8/31

COMMENT COLUMN

Readers who contribute to this column are asked to keep their articles short. Contributions of a slanderous nature will not be published and only communications considered of general interest will be used. Signed articles will be given more consideration than unsigned communications.

The following was clipped from last Sunday's Boston Post and gives Mayor Curley's views on C. M. T. C. camps:

With Massachusetts stripped of its regular soldiery, as reveaeld exclusively in the Post, Mayor Curley has appealed for preparedness and adequate national defense in his proclamation for Army Day, which was celebrated Monday to mark the 14th anniversary of the country's entrance in the World war.

Internationalist propaganda against the R. O. T. C. and the C. M. T. C. was attacked by the Mayor in a warning that unless public opinion is crystallized in favor of preparedness, America would be found defenceless, with her wealth, greater than that of six leading nations combined, serving only as a menace to the safety of the people here.

He protested that though Congress contemplated a soldier for each 1035 persons in the country there were but 116 officers and 376 enlisted men left in Massachusetts Portraying the existing situation here, he said that there were neither officers nor enlisted men at many important garrisons, including Fort Andrews, Heath, Ruckman Strong, Duvalle, Revere, Standish and Warren.

At Camp Devens, he said, there were but 20 men; at the airport, an air corps man and a medical man; at the Springfield armory, 15 regulars and 30 assigned men; at Watertown arsenal, 11 officers and one enlisted man; at the ordinance school, 19 officers and one man, and in the medcial department, but a single officer and a trio of men.

"A more serious situation has never been in evidence in the history of our country on army day," the Mayor's proclamation warned "and unless public opinion crystallizes in favor of adequate national defence, the decimation of army and navy will continue until in the sacred name of economy America may one day be found defenceless.

"Propaganda directed against the maintenance of the citizens military training camps in general, and from public platforms, pulpits and educational institutions the voice of the internationalists is heard demanding that the most efficient and least expensive form of national preparedness be destroyed.

"As cutodians of a great heritag for the consummation of ideals fo which humanity struggled for nearly 18 centuries, we should demand such measures of national defense as will assure to posterity the heritage of liberty which was gained through the sacrifice of those who have gone before."

FALL RIVER HERALD 4/10/31

Would Give Automobile Fines to Municipalities

BOSTON, Apr. 10—Favorable action on measures seeking to turn over to cities and towns all fines received from prosecutions by local police under the motor vehicle laws and regulations was urged yesterday before the House ways and means committee. At present fines collected by municipal courts, with the exception of those collected for local traffic violations, are turned over to the State. Two bills were before the committee, one introduced by Mayor Curley, applying to Boston, and the other filed on request of several Cape Cod towns affecting the entire State.

Alfred F. Foote, State commissioner of public safety, favored the principle of both measures and suggested that fines received from State police prosecutions go to the municipalities in which the arrests are made. He said that there need be no fear that autoists will be coerced by the zeal of local police officers to increase the revenue of their respective towns. He felt that the present statute has outgrown its usefulness.

Judge Thomas H. Bilodeau, appearing for the bill of Mayor Curley, favored the State-wide bill also and told the committee the Boston police force has been increased by 300 men in the last three or four years. One-third of the time of the officers, he said, is taken up in court.

SPRINGFIELD NEWS 4/10/31

SCORES RACKET IN ABATEMENTS

Curley Says Realty Group Threatens City's Financial Structure

Boston, April 10—Mayor Curley struck hard yesterday at real estate experts whom he denounced for "racketeering" in a group raid on the city treasury in the form of tax assessment abatements.

Calling attention to a recent assertion of James Jackson of the finance commission in charge of the city government of Fall River, that the plight of that city is primarily due to the "racket" in tax abatements, Mayor Curley declared that "this racketeering must not be allowed to gain a foothold in Boston."

The mayor's statement said in part:—

A new and startling racket striking at the heart of the financial structure of Boston has assumed alarming proportions, the board of assessors today advised me.

Racketeering in the same manner as has held sway in Chicago, which led to the financial collapse of that city, is apparently the aim of the sinister influences governing the group operating in Boston.

This group has, for many months, directed its attention to the assessing department and to cases before the newly created state board of tax appeal, in the racketeering of abatement of present value assessments. Not satisfied with this raid upon the treasury of the city, they have also turned to the boosting of values in land damage cases before the courts where groups of real estate experts representing various interests have kited values upwards of 100 per cent in order to dip into the coffers of the city and at the same time embarrass the present high standing financial position of Boston.

Worcester Telegram 4/5/31

Regarding Election Machinery

There has been activity on the Hill this week in a number of matters which are essentially local for Boston, yet which have indirect interest for other cities. For instance, there is the attempt to re-establish in Boston municipal elections the party designations. Dissatisfaction with the present system bred the demand that the city go back to the way of making regular party nominations for mayor and other municipal offices. It has fallen by the wayside, but the prediction is made that the question will be put up to the Boston voters for their final decision.

This has general interest for this reason, that our situation in Boston represents the forlorn and ever-unlearned lesson of the futility in trying to get good government by short cuts and subterfuge. Calvin Coolidge once said:

"We have no dependence but the individual. New charters cannot save us. They may appear to help but the chances are that the beneficial results obtained result from an increased interest aroused by discussing changes."

The changes in the election laws of Boston have worked no miracles, and will work none. Nor in any other city. "We may need new charters," said Mr. Coolidge, "new constitutions and new laws at times. We must always have an alert and interested citizenship."

There is only one way to good government: Elect honest and able men to office. There is no other way, no substitute for that. Tricks of charter will not serve.

A Threat to Cities

Another local contest has been the effort to do away with the Boston finance commission. The effort has failed. Yet here is a curious device, which has never had much to commend it in the abstract, though much to support it in the concrete. What the institution of such a commission asserts is simply that the city cannot be trusted to run its own affairs, and that the state must exert censorship, serve as watchdog, and function as a hostile critic. Whether conditions dictated such a system is one thing. Whether it is a good permanent arrangement is another.

This also has interest for other communities, for there is exemplified in it the threat that any city may be in some degree taken over by the state—by so drastic a step as now pertains to Fall River, or by such a device as has long existed in Boston with its finance commission under state control.

Politicians as Writers

Mayor Curley is producing a daily aphorism. Why not extend the idea generally throughout politics? In days gone, an occasional writer burst or bored his way into active politics and became elected to more or less important political office. Nowadays the procedure is reversed, and our public men take their pens in hand with some regularity. Possibly the first frenzy of popular enthusiasm for the literary output of former President Coolidge has faded and subsided, but we have no doubt there are very many thousands who always read and ever will read so long as they are produced, the written words of the sage of the Northampton beeches. Al Smith has tried his hand at literary composition. Lately we had a treatise in a weekly periodical from the cyclonic and cyclopic Borah on individualism in politics; and have no doubt his words were widely read and much discussed.

If Mr. Curley is to put forth a daily aphorism or epigram, why not let all the political figures in Massachusetts do likewise? We would like to open our morning newspaper and find a column devoted to the daily outpourings of the politically great. The governor has a felicity in spoken expression, and we have a feeling that he could do a very creditable bit of work as a columnist. Former Governor Fuller certainly lacks neither vocabulary nor pungency of thought and phrase.

Appointment of Registrars

The appointment of a registrar of motor vehicles still hangs fire. This nomination is theoretically made by the state commissioner of public works—who is Frank Lyman of Easthampton. Of course as a matter of fact it is made by the governor, through the commissioner. What would happen if a commissioner of public works took the bit in his teeth, and actually made his own appointment, regardless of what a governor might think or say? This is not likely to happen at any time, and most certainly not now. It might be a good idea to provide that this appointment be made by the governor with the advice of the public works commissioner. That would harmonize theory with fact.

WORCESTER TELEGRAM 4/5/31

Railway Problems Emerge

Third Governor in Succession Has Boston Elevated Puzzle to Solve, While Cleavage Develops Regarding Management of New England Roads

By BEACON HILL

BOSTON, April 4.—The week has exhibited the usual combination of issues and personalities, but has developed no novelty. From now on everything that occurs on the Hill will be examined and interpreted by the political-minded in relation to its significance for the election year of 1932. Nothing of the week past has shed any light in that direction.

The outstanding item in the week's news is the bill proposing an extension of public control for the Boston Elevated, but he would be a daring prophet who undertook to forecast the outcome. This problem of the Boston Elevated has become a hardy perennial of the Legislature, and the vexation of a succession of governors. Each hopes to solve it, and up to date none has. Will this Legislature, will this governor, have better luck—or more effective achievement?

There have been three successive combinations to face this problem. Governor Fuller attacked it; and he had a Legislature which was often hostile. Governor Allen attacked it; and the Legislature was predisposed to be friendly and co-operative. Neither quite succeeded. Now comes Governor Ely, Democrat, with a Republican Legislature. The set-up looks less favorable than that of the two preceding governors, yet there are some signs—at the present stage—that there is a spirit of co-operation.

Another curious feature of the situation is this: Both Governor Fuller and Governor Allen were favorable to a continuation of public control. Governor Ely has favored public ownership. The referendum, or appeal to the people for their opinion, showed a plurality among the three positions, in favor of continuation of public control. It would be an odd circumstance if the present governor should be the one under whose administration the question were solved—in so far as the state government was concerned for the present.

New England's Railroads

An issue of momentous importance, but one which has aroused little popular discussion, is that of the New England railroads. Nothing could have more vital significance; yet the man on the street does not discuss it, appears to have little understanding of it and no interest in it.

There is cleavage on two general lines: Creation of a New England consolidation and management, or encouragement of trunk lines, without any regard for local ownership or management.

There are three questions here involved. One, and it is the one which has received the bulk of the attention thus far on the Hill, is the question of the port of Boston—the question of what policy would best serve the interest of this capital city.

There is a broader question of all New England—what policy would best encourage, maintain and develop New England industries.

There is a third question of intimate interest to those outside Boston: What policy would best serve the public, the cities and towns, other than Boston? Would vigorous development of Boston as a cargo port work to the material advantage of other cities incidentally—Worcester, Springfield, the textile cities, the shoe cities? Do the best hopes for the Massachusetts industrial centers lie in development of a coastwise trade, or in enlargement of Boston's importance as a cargo port? Would the bringing in here of merchandise for transoceanic shipment mean large advantages to all the state, or principally to this single city?

On "Getting the Business"

Mr. Curley has won some prominence by his championship of the trunk line development, letting them all come in—getting, as he might say, the business. One of those who take his point of view put it like this, a few days ago on the Hill: "What's the use in an all-New England railroad consolidation, regardless of the rest of the country? It makes me think of the man who had come back to civilization after being marooned, along with a dozen others, on a Pacific island. His friends said things must have been very dull there; what did they do for business? 'Oh,' he said, 'we had plenty of business—we took in each other's washing'."

As against this view there is that of those who believe that we can expect little or no help from any railroad system which is not under some large measure of control by New England interests. "There's no sentiment in business," said one of these. "Let this railroad czar get us by the throat and we'll squeal—but that's all we can do."

This issue will loom larger in the public mind after Joseph B. Eastman, of the interstate commerce commission, comes here to address the legislative committee on transportation, if he accepts the committee's invitation for April 22. Commissioner Eastman can claim to have something of a New England point of view, as well as a national understanding.

SPRINGFIELD NEWS 4/7/31

BOSTON COUNCIL IN HOT WRANGLE OVER AL SMITH

Kelly Tries to Substitute Him for Young As Fourth of July Speaker

Boston, April 7—The city council engaged in a bitter political fight yesterday over the attempt of Councilman Francis E. Kelly of Dorchester to influence the council to substitute Ex-Gov Alfred E. Smith for Owen D. Young as the Fourth of July orator in Faneuil hall.

Before the Kelly order was passed, with an amendment which made it meaningless, Councilman Thomas H. Green of Charlestown severely attacked Chairman Frank J. Donahue of the Democratic state committee, whom he accused of inspiring Kelly to "use loaded dice" for the purpose of blocking a political plan attributed to Mayor Curley.

"There isn't any Donahue or any other man, however exalted he may be" shouted Green, who voted for Smith at the New York and Houston conventions and who is prepared to vote for him again in 1932, "who is going to stampede me or put me on the spot."

Then, raising his voice so that he could almost be heard throughout city hall, he yelled: "Donahue, I refuse to be bluffed by you and all I can say to the poor people of Fall River is 'God help your city.'"

Poke Fun During Scrap

During the scrap among the Democrats, Councilmen Seth Arnold and Robert Gardiner Wilson, Jr., professed their allegiance to the Republican party, and took advantage of numerous chances to poke fun at their colleagues.

Kelly's order called on the director of public celebrations to ask Mayor Curley to invite Smith to be the holiday orator.

"Sort of a second-hand invitation? queried Wilson. "I'm not in favor of that because I would look upon it as a deliberate affront to a Democratic leader."

Kelly charged that the plan of the mayor to invite Owen D. Young to be the orator was an attempt to arouse interest in the presidential candidacy of Young, at the expense of the taxpayers. In their behalf Kelly made a vigorous objection and called for a divorcing of the holiday observance from the 1932 presidential contest.

Among other things hurled at the mayor by Kelly was the charge that he was not sincere in his support of Smith in 1928, but that his activity was camouflage to conceal his determination to promote selfish political ambitions under the guise of the Smith candidacy.

"Now" continued Kelly "he's lining up the aristocrats and the highbrows for Young in order that he, himself, may be a candidate for governor next year." Kelly insisted that if any Democratic presidential aspirant is to be invited to do any oratorical work on Independence day it should be Smith.

SPRINGFIELD REP. 4/8/31

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QUINCY-PATRIOT LEDGER 4/8/31

When Jurors Are Drawn

Now that Mayor Curley of Boston has exercised his prerogative and has presided at the drawing of jurors in anticipation of the third trial of former Police Officer Oliver B. Garrett, if the trial comes out better than the other ones it may be argued that the Boston mayor's supervision had something to do with it. Anyway, there is a word to be said for Mayor Curley's action in the matter. It had the effect of focussing public attention on the drawing, in a way that would not have been provided if the whole matter had been left to the city council with the mayor busy elsewhere. And unremitting publicity at that early stage of the proceedings, as well as at other stages all along the line, might help to keep jury trials from becoming something else than they are intended to be. It might even help to keep them from becoming abortive.

Indifference and neglect, where the public or its elected representatives take too much for granted in the operation of the legal mechanisms of government, leave the way open for manipulation or miscarriage. Close attention, by someone in authority and entrusted with the safeguarding of the public interest, is always beneficial. If one public official relaxes vigilance, others are likely to. The system is bound to be at its best when every factor in it is functioning, each doing a full share to make the whole effective and right.

Mayor Curley's presence at this last drawing may not have changed a single detail of it, yet by exemplifying public authority, overseeing what was being done, he made the right gesture. It was significant, because it represented all the difference between negligence and responsibility.

SALEM News 4/8/31

BOSTON PROJECTS CUT

Propositions to spend large sums of money are not slipping through as easily as they did. The people are becoming aroused about heavy taxation. On the whole it is a good state of mind, though it should not be permitted to interfere with measures essential to development. If the public makes its feeling against heavy taxations very obvious, it may stimulate a movement needed nearly everywhere, to improve the methods of conducting the public work so that there shall be more money available for essential development projects.

The city of Boston has an important development problem on hand, as presented in the program which Mayor Curley is advocating, and which calls for borrowing $31,000,000 outside the debt limit. The most vital item is one for $11,000,000 for an arterial highway. The legislative committee on municipal finance recommends that but $3,500,000 out of the $31,000,000 loan programs be approved at this time, and suggests postponing the rest for a year for further study. The arterial highway proposition seems absolutely needed.

The congested traffic conditions in the commercial center, with very slow movement of vehicles through those narrow streets, is a very serious handicap to the business and progress of the city. There is urgent need for a new wide street connecting the north and south ends. Possibly the matter should go over a year to make sure no mistakes are made. Yet the present is a good time to get things done for the least possible expense, and work is badly needed for unemployed people.

The gains to be made by postponement may not offset the losses. While this is primarily a matter for the city of Boston to settle, yet the whole state has an interest in the progress of that city. The other features of Mayor Curley's program call for the expenditure of $20,000,000 for new schools, and for various street and other projects. The whole thing seems a pretty big proposition for these times, and it is not surprising that the legislative committee has balked at it. But it should not carry its objection so far as to tolerate unnecessary delay in the relief of the city's intolerable traffic congestion.

WORCESTER TEL 4/10/31

WOULD GIVE CITIES AUTO LAWS FINES

Proposal Brings Disagreement Between State Departments

By Telegram State House Reporter

BOSTON, April 9. — Legislation seeking to turn over to cities and towns all fines received from prosecutions under the motor vehicle laws and regulations by local police officers was advocated by a number of speakers today before the House ways and means committee.

At present fines collected by municipal courts, with the exception of those collected for local traffic ordinance violations, are turned over to the state. Two bills were heard by the committee, one on petition of Mayor Curley applying to Boston, and the other at the request of Cape Cod town officials affecting the entire state.

Alfred F. Foote, commissioner of public safety, favored the principle of both bills and went so far as to include the fines received from prosecutions by the state police in the revenue of the municipalities in which arrests are made. He told the committee it need have no fear that autoists will be coerced by the zeal of local police officers to increase the revenue of their towns. When the present law was put on the books 20 years ago, he said, it probably was necessary because there were so few automobiles, but the statute has outgrown its usefulness.

The committee was informed that the State Public Works department opposed the bills because the money would be taken out of the state highway fund which now receives credit for these fines.

SALEM NEWS 4/7/31

Council Orders Mayor Curley to Recall Invitation

Boston, April 7—Capping a noisy meeting with a flood of bitter debate the city council late yesterday "ordered" Mayor Curley to recall his invitation to Owen D. Young and instead ask former Governor Smith to deliver Boston's July Fourth oration at Faneuil hall.

To which the mayor responded last night that the "order" was not worth the paper on which it was typed and submitted today for his consideration in view of the fact that under the charter the legislative branch of the city government has no authority in the matter.

The order had been killed in executive meeting, but when it was brought out on the floor again by Councilor Francis E. Kelly of Dorchester it was adopted, as the members, facing reelection in a few months, hesitated to be placed on record as "opposed to Smith."

The Dorchester councillor was branded by Councillor Thomas H. Green of Charlestown as a "tool of Daisy Donahue, who has thrown a couple of loaded dice into the city council in an attempt to wreak his vengeance on the mayor."

SALEM NEWS 4/7/31

Named Sch... After Wife of Mayor Curley

Boston, April 7—Terming her a devoted mother and an inspiration to boys and girls, the school committee, last night, voted to name the new 40-room intermediate school on Pershing road, Jamaica Plain, the Mary E. Curley Intermediate school, in memory of the late wife of Mayor Curley.

School officials stated last night it is the first time in the history of the city that a school building has been named after the wife of a mayor of the city.

The new schoolhouse is one of the finest of the new group of school buildings being erected, and it is but a stone's throw from the mayor's home in Jamaica Plain. Although there are no innovations in school construction in the new building, it is recognized as one of the best in the city.

MALDEN NEWS 4/10/31

BOSTON MAYOR PAYS FITZPATRICK BROS' BILL FOR CHARLESTOWN FETE

On advice of the city law dept of Boston, Mayor Curley has approved the payment of a bill of $497.50 to Fitzpatrick Bros, local caterers, contracted by the director of public celebrations for the municipal banquet the night before Bunker Hill day in 1929. Following the feat there were arguments as to authority for ordering the banquet.

A second bill for $60 for the municipal celebration the next day, was also approved. Mayor Curley, in explaining the bills, said they were inherited from the former regime and he was simply cleaning up.

N. BEDFORD STANDARD
4/9/31

BY THE WAY

By C. G.

Mayor Curley, according to the Boston Post, will send Mahatma Gandhi a cordial invitation to visit Boston when he comes to the United States, but quotes the Superintendent of Police, Michael H. Crowley, as saying that the Indian leader will have to wear more clothes than are shown in the familiar pictures of him. "We can't let any man appear on the streets here in very much less than a one-piece bathing suit," says the police head—or at least that is what the reporter says he said; my own position in the matter being summed up in the favorite phrase of an acquaintance: "It ain't what I know, only what I hear."

* * * *

It sounds reasonable, however. Our dominant white civilization is distinguished, among other things, by an urge to put clothes on people who are happy without them. It is a safe presumption that Gandhi wears a G-string, or a loin cloth which is not much more than that, because he likes that kind of a costume. He is a poor man, but not so poor as not to be able to afford a pair of pants and a shirt if he really wanted them. The climate in which he lives does not call for furs, and his asceticism forbids him to array himself like Solomon in all his glory. Such considerations, however, will not prevail against our itch to dress people up. White civilization, coming in contact with inhabitants of the tropics and equatorial regions who have been content since the dawn of time with very scanty apparel, first of all forces them to don clothes resembling our own. The purpose is twofold: it serves the ends of what we call morality, and it creates a market for cotton cloth. That it also conduces to tuberculosis the whites magnanimously overlook. It is pretty well established that the dusky folks who go nearly naked are benefited thereby because they need all the sunlight they can absorb—an amount of sunlight, in short, that would be fatal to a white. But what of that? We overlook it in our desire to see them modestly covered.

* * * *

The question now is, "What shall Gandhi wear in Boston?" It is not for me to trespass upon the domain of the Superintendent of Police, but I would suggest a plug hat, frock coat, white vest, striped trousers, fancy socks and patent leather shoes. White piping on the vest would be proper, but is not necessary. Dressed like this, Gandhi would be thrice welcome in Boston, would be given the freedom of the city, would be allowed to buy things at the regular prices, and would have equal privileges with the citizens in such matters as being hit by automobiles. But not even the liberator of India, one of the greatest humanitarians of the world, can expect to get by in apparel that so completely defies the dicta as to what the well-dressed man should wear, and that possesses a scantiness permissible only on the sea shore.

FRANKLIN SENTINEL
4/9/31

Local Selectman Stir "Gas Tax" Discussion

FROWN ON MAYOR CURLEY'S ATTEMPT TO GET SLICE OF FUND FOR CITIES

Their Opposition Prompts State Selectmen's Association To Meet For Action

The opposition voiced by the local Selectmen at the Mayor's Club meeting in Boston, which voted to approve Mayor James F. Curley's bill to give the cities a good share of the gasoline tax money, has stirred up the Selectmen of a number of other towns and they are beginning to see just what it would mean to the towns if this bill becomes a law.

Apparently some town fathers did not get the idea, but the Franklin men saw what it meant to small towns and did not hesitate to voice their objections, with the result that other Selectmen began to sit up and take notice.

The outcome is that the County and State Selectmen's Associations have called a meeting to be held in the State House next Saturday afternoon at which time they will discuss this matter thoroughly and it is believed that when the bill is thoroughly understood, considerable pressure will be brought to bear on the representatives in the General Court to bring about its defeat.

The local Board of Selectmen, Edward S. Cook, Harry J. Geb, and A. Harry Simon will attend.

SPRINGFIELD NEWS 4/8/31

URGES BEQUESTS TO BOSTON ACTIVITIES

Boston, April 8—Mayor James M. Curley, in a radio broadcast yesterday afternoon, called attention to a booklet he is sending to lawyers, taxpayers of wealth, in order that they can call to the attention of persons making wills the excellent activities, three in number in the city, which are greatly in need of large and small contributions.

His desire is that the public welfare department, the George Robert White health fund foundation and Free Nursing at the Boston City hospital be established with sufficient funds so that, in event of depression, they can function perfectly without city funds necessary for other purposes.

LEOMINSTER ENTERPRISE 4/11/31

Curley On Ely

Mayor Curley's high tribute to Gov. Ely that the chief executive is the "busiest, most capable, and most efficient governor" that the state has had in 25 years is to be taken for what it is worth, but does sound very much at variance with the remarks made by Mr. Curley about Mr. Ely when the latter first got into the race for governor.

The term of the new chief executive is still very young, and it is quite too early for any very accurate observations, such as Mr. Curley has made. The observations are very interesting, and Curley-like, sweeping and superlative, but must be taken as the personal statement of Mr. Curley himself.

There is considerable room for play of the imagination, conflicting opinion, and personal estimate in such a matter as this, and it is to be hoped that Mr. Curley will have no reason to change his mind that Mr. Ely is the busiest, most capable, and most efficient governor which the state has had in 25 years.

Incidentally, it is to be remembered that the governor of Massachusetts 25 years ago was William L. Douglas.

HARTFORD COURANT 4/4/31

Relief Racketeering

Mayor Curley of Boston has opened a campaign against "relief racketeering" by the arrest of Peter Iacobacci on the charge that he obtained $205 from the city emergency relief fund on the claim that he, the sole support of a wife and four children, was out of work and penniless, when, as a matter of fact, he possessed a savings bank account of $2000.

Undoubtedly many cases of fraud have occurred this winter in every city where hundreds of thousands of dollars have been raised or appropriated for relief. The campaign in Boston will do even more than punish those who have calculated that the world owes them a living without their spending their last dollar. It will show also what cruel waste of opportunity lies in acting on that popular saying, "Better to give to ten impostors than to let one honest man starve."

Organized charity has long ago discarded careless methods and has kept close records of every case but in an emergency, time and workers are often lacking to make thorough investigations. Then one of the fundamental weaknesses of the system of charity is apparent, for too often it allows the shiftless and deceitful to profit, while it always humiliates those who have become destitute through no fault of their own and who have therefore the first claim to help. Punishing the frauds will turn attention once again to the inadequacy of charity alone as a solution to the suffering caused by unemployment.

SPRINGFIELD NEWS 4/9/31

CHARGES BOSTON RELIEF BOARD IN LEAGUE WITH COAL COMPANY

Dowd Says Firm Received $25,000 for Deliveries In Two Months

Boston, April 9—"Falsification of department records" and "collusion with officials of a coal company" which received $25,000 from the public welfare department for deliveries of fuel in January and February, were additional charges made against the welfare officials by Councilman John F. Dowd last night. His statement was in reply to the denial of Walter V. McCarthy, secretary of the welfare department, of Dowd's accusations concerning deliveries of coal to lodgers in a steam-heated rooming house at 664 Massachusetts avenue.

The councilman further declared that if Mayor Curley and the city council refused to sanction a "thorough and impartial investigation of the welfare department," he would demand legislative investigation.

Quoting an unidentified former employe of the coal company that made deliveries to the Massachusetts avenue rooming house as his informant, Dowd further charged that "coal paid for by the taxpayers of Boston through the public welfare department has been delivered in Everett, Waltham and Chelsea, and that the prices which have been paid for coal have been as low as $8 a ton."

Promises "Startling Facts"

Revealing his determination to discover the recipients of 8000 tons of coal delivered on orders of the welfare department this year, he predicted that the inquiry would reveal startling facts that would "rock the city."

"I am firmly of the belief," he said, "after the deliberately false statement made by the department, that conditions in the public welfare department are indescribable in so far as graft, corruption and inefficiency are concerned."

The Roxbury councilman, who claims to have received negative responses from all private charitable agencies which distribute coal to the needy of Boston, about deliveries to 664 Massachusetts avenue, attacked the welfare department after Mayor Curley had announced that the investigation of Secretary McCarthy had failed to reveal the accuracy of Dowd's charges.

"So I'm bluffing?" asked Dowd. "Well, before I get through, we'll expose the bluffers. Isn't it very peculiar that after a lapse of 48 hours the secretary of the welfare department has discovered that my charges about coal deliveries to 664 Massachusetts avenue were false and without the slightest basis? If there exists the slighest efficiency in this department, the secretary could have discovered from official records in less than an hour, whether I made accurate or false charges.

Charges Records Destroyed

"In that 48 hours, I say that the overseer obtained sufficient time to consult with the coal dealer and I charge that in that period the records have either been changed or destroyed.

"I have at my command two reputable persons, citizens and taxpayers of Boston, who will swear under oath, that the driver who delivered coal at Massachusetts avenue declared that the coal came from the welfare department of the city of Boston. I have the delivery slips, revealing the handwriting of two different persons, as well as designating the name of the driver who made the deliveries.

"I charge that there has been deliberate falsifying of records. I warn the officials of the coal company which received $25,000 from the welfare department during January that they will have the opportunity to declare under oath whether I have revealed the truth or whether the truth has been disclosed by the secretary of the welfare department.

SALEM NEWS 4/7/31

Tipsy Pedestrian Proves a Problem In Road Accidents

State House, Boston, April 7—The drunken pedestrian has become almost as much of a problem in highway safety as his intoxicated brother behind the steering wheel, and although it is true that the pedestrian under the influence of liquor usually kills no one but himself, even such form of modified suicide constituted a substantial part of last year's fatality toll.

Figures given to the governor's committee on street and highway safety by the registry of motor vehicles show that six per cent. of the 447 pedestrians killed last year were either drunk or had been drinking, while nine per cent. of the drivers involved in fatal accidents which took a total of 795 lives were in the same condition.

While the bare figures do not reveal complete details, such as the possibility of a sober motorist being killed in an effort to dodge a drunken pedestrian, or a fatal accident involving both intoxicated driver and walker, the scores of the two classes are accurately listed in the investigation which the registry made of every fatal accident last year.

In flat figures they show that 35 motorists involved in fatal accidents were drunk at the time, while 41 had been drinking. On the pedestrian side, 11 were drunk and 22 had been drinking. The grand total amounted to 109 lives, which if sobriety could have saved them would have meant a reduction of 91 fatalities in 1930 over the previous year instead of the increase of 18 which the fiscal year finally produced.

BEVERLY TIMES 4/9/31

G. A. R. Veterans Hear Speeches at Convention

For nearly three hours 120 Grand Army veterans sat at and after a banquet in Kingsley Hall, in the Ford Hall Building, Boston, yesterday afternoon, and listened to speeches paying great tribute to the G. A. R.; calling for friendliness between the North and South of the country, acclaiming preparedness; warning against "boring from within" by undesirable aliens and urging obedience to the Constitution—or else effecting a change in it.

The luncheon was provided by the city through Mayor Curley. He was awaited for a long time. He explained that he had been delayed by a luncheon of Daughters of Veterans at the Hotel Kenmore, where 75 were expected and more than 380 had come; but he asserted that the city would make good any excess of charge on that occasion.

After three rousing cheers, "Comrade" Curley drew forth a huge key and presented it to Commander in Chief Jewel of the Grand Army.

Lieut-Gov. Youngman spoke for Gov. Ely, saying among his pleas for preparedness that he hated to see the Charlestown Navy Yard "slipping," and "The State House is yours."

Rear Admiral Louis M. Nullon told of a dinner given to him, the son of a Confederate soldier, a young officer in the Navy, 41 years ago next November, at Young's Hotel, Boston, by the Grand Army, when the White Squadron was here, and exhorted unity between the North and the South.

Commander Jewell said he should certainly go to the next national encampment of the Confederate veterans provided they sent a representative to the encampment of the Union veterans. He ended:

"Before this year ends, another 8000 of us will have passed to the Great Beyond, but let us carry on and obey the laws so there won't be such a war of crime as there has been in the last 10 years."

Vice Commander James P. Rose of the American Legion spoke of instances of friendliness on the fields of France, warned against enemies "boring from within."

SPRINGFIELD REP. 4/13/31

Curley and the "Gas" Tax

Mayor Curley's insistence on his proposal to divert the revenue from one cent of the gasoline tax to the cities and towns seems utterly hopeless. Already nearly one cent of the increased tax has been assigned by the Legislature to the municipalities and to divert another cent would mean the complete disruption of the program of the state department of public works.

It is not impossible, however, that a part of the gasoline tax in the future, whether it is two or three or even more cents a gallon, may be apportioned for city and town road building. The usual policy throughout the country has been to allow the state departments to use the gasoline tax revenues, although in some a portion is given to the municipalities and counties for highway work and in a very few is used for other purposes.

The situation in which cities and towns now find themselves no doubt will give strength to advocates of gasoline tax diversion. Such diversion can hardly be called illogical if it is definitely for the benefit of road building, since the motor vehicle is the special beneficiary of good roads, whether they are state or local highways. Yet the effect of such diversion would be to lighten the burden of local taxation rather than to increase the amount of local road construction.

This effect would undoubtedly be welcomed by municipalities but the automobilists would very likely hold that the state highway program would be not too adequate even if all of the gasoline tax revenues were absorbed by it.

LOWELL COURIER-CITIZEN 4/11/31

Mayor Curley takes up the thought which was so startlingly but briefly advanced by James Jackson here in Lowell the other night when he said that Fall River had been led into disaster in no small measure by the racketeering of some people in securing undeserved tax abatements. Mayor Curley scents a similar condition in Boston and proposes to prevent it or cure it. It is a new thought, but when you stop to think of it such racketeering might easily be indulged in and ought to be stopped. On the other hand, is it not a similar racketeering on the part of the city itself when it holds to valuations that cannot be defended. It is a poor rule that will not work both ways. Organized raids on a city treasury to secure tax abatements when such are not deserved might be a profitable racket and in the case of Fall River evidently proved so to be and in the case of Boston is feared as a fact. Abatements should be paid when due and not be by any possibility a source of unearned revenue to raiders on public funds. It seems true that city authorities are becoming more and more alert to prevent this sort of waste of their municipal money.

SPRINGFIELD UNION 4/13/31

Selectmen Oppose Curley Tax Plan

Believe Such Projects as Parker Street Would Lose Out by Method.

EAST LONGMEADOW, April 12—Selectmen Glynn, King and Ford attended the meeting of the Massachusetts State Association of Selectmen Saturday afternoon in Boston, where they were recorded in opposition to the plan of Mayor Curley of Boston for return to the cities and towns of the Commonwealth of 1 cent of the permanent 2 cent gasoline tax. They believed that the money which a town like East Longmeadow would receive as a refund from the gasoline tax would be less than state aid for highway construction now provided by the State Public Works Department for streets like Parker Street which are not state highways but are constructed by funds contributed in equal shares by the State, county and town. At the annual town meeting in February the citizens appropriated $3000 for a stone base, gravel top road in Parker Street from the end of the newly constructed road southerly and the State and county have each promised to contribute equal amounts. Passage of Mayor Curley's proposed legislation would make unlikely the continuance of such cooperative road construction projects as the one planned for Parker Street.

(CONTINUED) EAST BOSTON ARGUS-ADVOCATE 4/10/31

office. At the end of the hall is another large vault, the same dimensions as the one previously mentioned. Leading from the clerk's office, and facing Meridian St., are the judges' chambers, beyond which is a large library, with a fireplace, built-in bookcases, etc. Beyond this library is a courtroom for civil business, in the rear of which is a large waiting room for overflow. Entrance is also gained to judges' chambers, library and civil court from a hall. On this floor is also provided a staircase leading to the police station, up which prisoners come into a detention room, one for women and another for men. Means are also provided so that women and men prisoners will not come in contact with each other. Of course juvenile and adult prisoners will be separated. The judges will be able to pass from court to court without coming in contact with the public, and also visit the probation and clerk's offices in the same way. Every room has outside exposure, except one waiting room. The building will be well lighted and heated by oil burners. Altogether the new courthouse will present an appearance of which every East Boston citizen may well be proud, and the building in general will be a welcome addition to the Island.

MASON NOT TO BLAME

Mayor's Unemployment Bureau Selects Men to Work on New Traffic Tunnel

LONG TO SPEAK

Park Comm'r to Discuss Child Health at Meeting of Women's Church Societies Monday

The story which has been going the rounds in East Boston for some time to the effect that local help was not being given a chance to work on the vehicular traffic tunnel, and that aliens were accorded preference over citizens in many cases, caused the Argus-Advocate to do a little looking around on its own account. For the past two weeks, our office has received many complaints from persons, some criticizing the manner in which the Mason Construction Co. was hiring help, others stating that the paper should come to the support of the unemployed in East Boston and open up on the party concerned. Another letter brought the supposedly authentic news that the Mason Construction Co. had nothing to do with the taking on of new help, but that the matter rested with the Transit Commission, which has established quarters in one section of what was formerly the Newbury store on Meridian St.

Transit Commission Not to Blame

There were several conflicting views as to just who was doing the employing. The only way to find out just what's what was to slip on the coat and do a little investigating. So tracks were made for the Transit Commission's temporary office to learn the sad story. The next step was to meet the man in charge, who happened to be Mr. Fowler, a very cordial person. Mr. Fowler flatly denied that the Transit Commission played any part in the engaging of labor, and turned our reporter over to Mr. Mason's personal representative who, fortunately, was sitting close by at the time. This, of course, saved a trip across the street.

Mayor's Unemployment Bureau Checks Up on Workmen

The young man listened to my charges very intently for some time, in fact, until I had finished. Then he explained the situation very thoroughly. He said that when the Mason Construction Co. first started preliminary work employing about half a dozen men, several prospective laborers were hired right on the spot. In other words, these men approached the man in charge and were given a job. This did not go on for many days before a representative from the Mayor's Unemployment bureau put a stop to this method of employing help. From that day until the present, every man taken on for any particular type of work has been hired by the aforesaid bureau. This organization assumed the responsibility of checking up on the legal residence of all workmen as well as finding out whether or not they were citizens. Therefore, if East Boston residents think they should be working on the vehicular traffic tunnel it would be well for them to get in touch with the Unemployment bureau at City hall, so that when the time comes for their particular kind of work they may get the call.

Work Still in Early Stages

Work on the $16,000,000 project has only just started, and at the present time comparatively few workmen are employed. The writer was told that when additional help is needed the Mason authorities simply get in touch with the Unemployment bureau and they furnish the men. If, by any chance, East Boston men are squeezed out, their bone of contention is with this bureau, not with the Transit Commission or the Mason Construction Co. It stands to reason that East Boston men can't be favored with all the jobs, just because the tunnel happens to have an outlet here. It is a Metropolitan affair, and from what this reporter learned, any citizen of the City of Boston is eligible for a job. No aliens will be accepted, which is just as it should be. It is hoped that the Argus-Advocate has settled the employment question—at least for the time being.

EAST BOSTON ARGUS-ADVOCATE 4/10/31

READY BY JULY FIRST

East Boston's New Courthouse will Be Fully Completed on That Date

A MODERN BUILDING

Last Word in Efficiency. Clerk Nicholls Drew up Sketch from which Addition was Planned

Thanks to Mayor James M. Curley, the East Boston courthouse addition will soon be a reality. Facts speak for themselves, and there is no disputing that it was Mayor Curley who started the ball rolling for the sadly needed addition, towards the end of his previous term of office. Republicans and Democrats alike, give the credit to His Honor. He undertook the project during one regime and continued where he left off at the start of his present reign. Everyone admires a man who keeps his promise, and here is one instance where Mr. Curley deserves to be praised.

To Be Ready for Occupancy July 1

In an interview, Wednesday morning, with Mr. John P. Englert, superintendent of public buildings, the Argus-Advocate was informed that the new courthouse would be definitely ready to occupy on July 1, which happens to fall on a Wednesday. This announcement will, undoubtedly, be good news to East Bostonians. Just before this reporter talked with Mr. Englert, he interviewed Mr. Finnegan, popular clerk of construction, who stated that excluding any more unexpected setbacks, his part of the contract would be completed by the first of June. It will take about a month to put on the finishing touches, so that by July 1, the new courthouse will be ready for occupancy.

Excellent Co-operation by All Parties

All persons and concerns connected with the extra work on the courthouse co-operated to the fullest extent, and although from time to time they encountered obstacles that were not anticipated, the entire job has been carried out with dispatch. The firm of Barr & McLaughlin were the architects, while the contractor was Cummings & Co. Both are well known in Boston business circles. Strangely enough, Barr & McLaughlin were the architects for the present branch library building on Meridian St., where the temporary quarters of the court are now located.

Clerk of Court Nicholls Draws Sketch

For some time, previous to any definite start on the courthouse addition, the people of East Boston had been agitating some kind of improvement. When William C. Maguire was clerk of court, he made a sincere effort to obtain added space but without success. Then Mr. John S. C. Nicholls was appointed clerk by Gov. Calvin Coolidge in 1920, and at once took up the battle for more courthouse space. According to Mr. Nicholls, there was nothing satisfactory in the old quarters except the adult courtroom. The remainder of the building was congested and there was a dangerous stairway to enter. Mr. Nicholls at once wrote Mayor Curley, who replied that he had promised to build the Dorchester and Brighton courts, and when they were completed would give his attention to the needs of East Boston. This Mayor Curley did, when he again came to office in 1930. Following a consultation with Judge Joseph H. Barnes, Clerk of Court Nicholls created three sketches. The first one called for the taking of the second floor of the police station, plus the present floorage for the courthouse, and to give the police a third story over the entire building. The architect, however, said that in view of the difference in levels it would be better to make an addition to the building. Thus a second sketch was drawn up by Mr. Nicholls, which is practically the same as the new courthouse will represent. At the same time a third sketch was made, providing for a separate building, the location to be decided later. The committee, however, could not agree on the proper site, and because of extra expense the sketch was abandoned.

Mayor Curley Gets Busy

Despite the fact that it was near the end of his term, Mayor Curley made a start, taking two parcels of land down to Elbow St., by eminent domain. He also selected an architect, who visited Judge Barnes to inquire whether he had any plans regarding the addition. Judge Barnes produced the second sketch. The architect then drew the plans for the present courthouse. When Mayor Curley came into office this term, he at once set to work on the courthouse project.

Construction Work Gets Under Way

Work had not progressed very far when it was learned that the old building rested on 15 inches of peat, and Mr. Cummings feared going ahead under those conditions. A conference was held, and it was decided to establish a new foundation, thus making a third story, over the police station, a safe bet. The old courthouse building was torn down to the first floor but the finding of the weak foundation, naturally brought about some delay.

Nicholls Finds Temporary Quarters

With the old courthouse being repaired, new quarters had to be found. Judge Barnes designated Clerk of Court Nicholls to look around. In due time Mr. Nicholls succeeded in obtaining a rental of the basement of the Meridian St. library. Court was held as usual on the morning of July 12 (Saturday) and on the following Monday (July 14) court opened in the new quarters promptly at 9.30 o'clock.

Judge Barnes Praises Nicholls

So thoroughly did Mr. Nicholls accomplish his task that not a single minute of court business was lost. Not only did Mr. Nicholls obtain the new quarters, but he also drew a sketch, which established heating appliances, new vault, a detention room, a dock, probation quarters, offices of the clerk, judges' room and a courtroom. All this, mind you, was planned by Clerk Nicholls without the loss of any time. Judge Barnes highly complimented Mr. Nicholls for the excellent results. In talking with Judge Barnes Wednesday morning before court, the writer was informed that it would be Mr. Nicholls who would make every plan for the arrangement of the removing to the old quarters, now vastly improved, which is indeed a real honor.

New Quarters Are Very Modern

In obtaining a description of the new courthouse so that East Boston residents may have some idea of what to expect when the doors are open on the morning of July 1, the writer decided to talk the matter over with Mr. Nicholls, who furnished a most detailed account of what the interior of the new building will look like. It might be well to add here, that the courthouse will be right up to the minute, in every phase.

Description of Courthouse Addition

Going through the main entrance, a beautiful room with fireplace, built-in bookcases, extra closets and lavatories greets one. Primarily this room was meant for a bar association, but Judge Barnes believes he will use it for juvenile sessions on Wednesday mornings. To the left is the waiting room of the probation officer for delinquent children, from which leads the private office of the probation officer, whom everyone knows is Mr. Fred O'Brien. In this office, records will also be kept. After passing these rooms, one enters the lower main hall or corridor. To the right is the main stairway, leading to the second floor. To the left is a small corridor. On this floor there is also a large vault, 15 feet square by 15 feet high for the storage of overflow records. Leading from Meridian St. is the judges' private entrance, with stairs to judges' chambers on the second floor. There is also an entrance to Mr. O'Brien's office. The rest of the first floor is given over to the police. The main stairway enters into a large hall on the second floor, which leads to a large courtroom on the right. From this main hall on the right, is a corridor which runs along backside of the courtroom, also two rooms for attorneys and their clients. In addition there are the rooms of the court officers, court interpreter, and emergency sick room and the press room. At the end of the corridor are more lavatories. From the main hall on the second floor and to the left, entrance is gained to the waiting room for the probation officer, and from this room leads the little hall to the private office of the probation officer. From this hall and beyond the waiting room, entrance may be had to the clerk's,

PROVIDENCE JOURNAL 4/11/31

Dartmouth-Stanford Game Is Sought for Providence

Game Barred from Boston by Curley to Protect B. C.-H. C. Contest.

BY JOHN R. HESS, JR.

Dartmouth alumni in Rhode Island, Boston and other New England cities will be asked to endeavor to obtain for Providence the Dartmouth-Stanford football game, barred from the Harvard Stadium on Nov. 28 by Mayor James M. Curley of Boston, on the grounds that it will be a counter-attraction to the Boston College-Holy Cross contest.

Theodore T. Shapleigh of Barrington, a member of the Dartmouth Alumni here, is the prime mover in the plan and yesterday wired Harry R. Heneage, director of athletics at Dartmouth, asking that Providence be given preference as a site suitable to New England Dartmouth men. Shapleigh stated he hoped to obtain the Brown stadium for the game if his proposition receives consideration.

Brown however, has never loaned the use of the stadium for a contest and the request, if made, must be passed upon by the Athletic Council. No official request for the Stadium had been made last night.

Chicago Site Favored

In the meantime Dartmouth is seeking a site for the game, Soldiers' Field, Chicago, and Franklin Field, Philadelphia, are considered favorably. Arrangements to play the game in some other city have already been started, according to Heneage, but if Mayor Curley changes his mind, the game will be played in Boston.

Dartmouth men are disappointed at Mayor Curley's refusal to permit the game in Boston, while Boston College people are somewhat elated that there will be no competition from one of the most attractive intersectional games of the season on the date of their meeting with Holy Cross.

The situation likewise emphasizes the break in athletic relations between Boston College and Harvard which have been at odds since Boston College "dropped" Harvard in 1921 when the Crimson declined to schedule a football game in 1922. Boston College then cancelled baseball and track contests with the Crimson and except for a golf or tennis match now and then, the breach has continued to the present time.

B. C. Resents Harvard Action

When the Harvard Corporation, through its feeling of friendship for Dartmouth, offered the stadium for the Dartmouth-Stanford contest on the Saturday of the Boston College-Holy Cross meeting, there was a natural resentment on the part of Boston College men. The game was almost certain to pack the stadium, although there is some doubt that it would make any serious inroad into the attendance at the Boston College-Holy Cross meeting which draws well each year.

It now develops that Edward A. McLaughlin, president of the Boston College Alumni Association called Mayor Curley's attention to the conflict of dates. McLaughlin stated that he was instructed in this action by the executive committee of the alumni association whose attention to the matter was called by its graduate athletic board.

Members of the B. C. Alumni Association's executive committee which gave McLaughlin instructions to bring the matter to Mayor Curley's attention include President McLoughlin, Rev. J. Walter Lambert and John F. Manning, vice presidents; Hanry J. Smith, J. Burke Sullivan, assistant corporation counsel; Charles F. Hurley, State Treasurer; Rev. David F. Regan and Joseph P. McHugh.

Game Arranged In 1928

Arrangements for the game were made in December of 1928 when Mayor Nichols was in office and use of the Harvard Stadium was contingent upon the Mayor's permission as the Stadium is on the Boston side of the Charles river. William J. Bingham wrote Mayor Curley, who took office on Jan. 1, 1930, early last December, but received no reply. He wrote on April 8 and on Tuesday, Mayor Curley announced his decision.

"The matter of the Dartmouth-Stanford game being played in Boston on Nov. 28, 1931," McLaughlin said, "was called to the attention of the executive committee of the Boston College Alumni Association by its graduate athletic board a little over a week ago.

"Up to that time the officers of the association had had no intimation either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled.

"This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 persons from entire New England. It is looked upon nationally as one of the outstanding games of the East.

Would Protect H.-Y. Game

"At the request of my executive committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all."

Mayor Curley amplified his statement yesterday by saying "If such a proposition as the Dartmouth-Stanford game would be permitted, it would seriously affect the chief source of revenue from football of both Boston College and Holy Cross.

"If an attempt should be made to hold a counter attraction to the Harvard-Yale game, my attitude would be no different. I feel there are plenty of other dates during the football season upon which this game can be held."

It is hardly possible to take seriously the statement of protecting a Harvard-Yale game from counter attractions because it is not probable that Boston's mayor would interfere if one of Boston's Colleges wanted to rent a ball park for a game on the H-Y football date. A Harvard-Yale meeting is an unequalled attraction and there is no game which could compete with it in Boston.

PROVIDENCE 4/11/31

DARTMOUTH DAILY ASSAILS MAYOR CURLEY OF BOSTON

Favors Cleveland as First Choice for Site of Stanford Game.

Hanover, N. H., April 15.—(AP)—The Daily Dartmouth, Dartmouth College undergraduate publication, in an editorial to appear tomorrow, assails Mayor James M. Curley of Boston for his decision to refuse use of the Harvard Stadium for the Dartmouth-Stanford football game on Nov. 28.

Declaring that it appears to us * * * no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign," the paper says it feels certain the refusal to permit use of the Stadium was actuated by neither Holy Cross nor Boston College.

It was because the traditional Boston College-Holy Cross game will be played in Boston on Nov. 28 that Curley withheld permission for the Stanford-Dartmouth game in the Stadium on the same date.

Tonight indications were that Cleveland was the first choice in efforts to arrange the game in another city, with Chicago second in favor. Harry R. Heneage, director of Dartmouth athletics, will make a Western trip later in the week with a view of scheduling the intersectional clash in one of the two cities.

In its denunciation of Mayor Curley's action, the Dartmouth says that the normal attendance at the Boston College-Holy Cross game is about 22,000 and asserts it can see no reason for Boston to object to an influx of some 50,000 to 60,000 additional spectators.

It charges "the big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport."

WORCESTER TELEGRAM APRIL 12, 1931

DECEIVED, SAY SELECTMEN ON CURLEY'S BILL

Association on Record as Opposed to 'Gas' Tax Measure

'HOODWINK' CHARGE

Leader Says Letter Was Sent Out Without His Knowledge

By Telegram State House Reporter

BOSTON, April 11.—Charges that the selectmen of Massachusetts were "hoodwinked" into endorsing a bill of Mayor James M. Curley of Boston providing that citie and town be given one cent of the preent two-cent "gas" tax were made at a meeting of the State Selectmen's association this afternoon, after which the members went on record as unanimously opposed to the measure. The association voted to instruct the legislators of the state of their action and urge them to defeat the measure.

The action of the selectmen came after long discussion during which Axel Zetterman, head of the selectmen's association, charged that a letter bearing his signature was sent to the selectmen of the state without his knowledge. He said that the letter contained an inaccurate version of the effect of the Curley bill upon the finances of the towns of the state.

The meeting today was the climax of a controversy over the Curley bill, which has led to charges by supporters of Gov. Ely that the Boston mayor was endeavoring to wreck the chief executive's program for extended public works to relieve unemployment. The mayor has had several meetings with the legislators, urging his bill and asserting that the department of public works could not take care of the big program outlined for it by the governor. The mayor has denied that he had any intention of interfering with the Ely program, but it was explained today to the selectmen, if the cities and towns were to receive one cent of the present "gas" tax it would so reduce the department of public works receipts that work would be greatly curtailed.

Advised 'Trades'

During one of his conferences with Boston members of the Legislature, Mayor Curley advised them to make trades with the upstate members, voting for projects in which they are interested in return for a vote for his bill. The plan aroused considerable antagonism on the part of the upstate members who declared that they would show "the Boston mayor he wasn't the boss of the boys from the sticks." The mayor at the same conference also gave the impression that if the Boston members wanted his support in future campaign they would have to work for his bill which is now on the table in the Senate.

The Association of Massachusetts Mayors and Selectmen met at the Parker House, March 30, at which time the Curley measure was first presented for endorsement. Mr. Zetterman, speaking at today's session, said at that time the selectmen were told by Samuel Silverman, corporation counsel for Boston, that the Legislation if enacted would not interfere with that chapter of the general laws which relates to the financial arrangements between the state and the cities and towns in respect to the payment for state highways.

Commissioner of Public Works Lyman representing Gov. Ely at today's meeting flatly declared that the Curley bill would interfere with the operation of the present law, and if the bill was enacted "it will break the backbone of the highway law" under which state highways of the commonwealth have been constructed.

A. L. Boudreau, chairman of the Hinsdale selectmen, asked that the association go on record as to the Curley bill and no dissenting voice was heard.

Mr. Zetterman was indignant at the letter apparently signed with his name, although the spelling appeared to be "Zettleman." Under the signature, however, he was identified as head of the selectmens association. The letter also bore the name of Mayor Bates of Salem. Mr. Zetterman said he knew nothing about the letter until it was called to his attention. He did not receive one but when he heard that other selectmen had, he became suspicious and decided to call todays meeting. Mayor Bates could not be reached.

Called 'April Fool'

Mr. Lyman characterizing the letter as an 'April fool joke" said the purpose actuating it was a desire not only to get the return which the emergency highway bill provides and under which cities and towns get about nine-tenths of the one-cent increase but another cent as well under the plea that the State Department of Public Works would otherwise have $25,000,000 to spend. Instead, he said, the state will have $14,685,000 for highway purposes.

If the Curley measure is enacted, the commissioner warned the policy which the state has for years maintained of co-operating with the cities and towns in the building and maintenance of state roads will have to be abandoned and future highways would have to be of cheaper materials.

"Instead of being a step forward it would be a step backward," he said.

Commissioner Lyman said that cities and towns will benefit greatly through the emergency highway bill just signed by the governor, as they will receive millions through the return of the one-cent per gallon. He estimated that this, together with other items, would bring about a substantial reduction in local taxation.

Boston will be one of the large beneficiaries, Mr. Lyman said, as for the next two years the city would also be relieved of paying for state highway construction and for Metropolitan district highway improvements.

In the same way, he continued, cities and towns will be relieved, as for instance in the case of the construction of the new Worcester turnpike, those communities through which it will run being exempt from state assessments.

Commissioner Lyman said it was necessary to start work as quickly as possible on state highway construction, but said if the Curley bill became law there might be a delay. However, if the Curley bill was enacted, he said, its operation could be delayed by petitioning for a referendum on the legislation.

Frederick J. Dillon who also appeared to represent the governor, urged the selectmen to ask their legislators to support the governor in the bond issue fight for public building construction.

"Governor Ely," he said, "recommended in his budget message an increase of one cent in the gasoline tax, and recommended further that cities and towns of the Commonwealth be given additional assistance in maintenance of their highways. He explained this relief in detail from the waiving of assessments on cities, towns and counties and the cash return of $2,500,000 each year to municipalities on the basis of the state tax.

Before the meeting concluded Selectman Boudreau paid tribute to the work done by Commissioner Lyman for the small towns of the state and on motion of Mr. Zetterman a vote of thanks was extended to the commissioner.

4/13/31

WAKEFIELD ITEM, 4/13/31

Curley's Bill to Refund Gasoline Tax Is Turned Down by State Selectmen

Chief Executives of Towns Turn About Face When State Com'sr Says It Would Seriously Hamper State's Program

The Massachusetts Association of Selectmen unanimously rejected Mayor Curley's bill providing for a direct cash return to cities and towns of one-half of the regular (old) two-cent gasoline tax after a meeting in the Gardner Auditorium, State House, Saturday. The action was taken after Frank E. Lyman, state commissioner of public works, told the Selectmen that Mayor Curley's bill would seriously interfere with the operation of the state public works department and would compel him to withhold approximately $6,000,000 annually expended in co-operative work on the roadways of the smaller communities.

The action was somewhat of a surprise because it was rather generally understood that the Selectmen of the state, particularly those of the larger communities in and near metropolitan Boston, were supporting the mayor's bill.

It was alleged that the Selectmen had been victims of misrepresentation by the sponsors of the bill, and they voted to urge the representatives and senators in their home districts to defeat Mayor Curley's project.

After the meeting Mayor Curley said that this decision meant that he would abandon any further effort to have half of the regular gasoline tax divided among the towns and cities.

Says Circular Lacked His O. K.

Axel Zetterman of Ashland, president of the Selectmen's Association, made the charge that a circular letter giving the bill his approval, had been circulated among other boards of the state without his knowledge or approval.

Com'sr Lyman went the full distance in condemning the Curley bill. It not only would seriously interfere with the operation of the existing laws, he said, but its enactment would "break the backbone of the highway law" under which the state highways of the commonwealth have been constructed.

He frankly characterized the communication as "'an April fool letter." Enactment of the legislation, he said, would result in turning back to the cities and towns $10,500,000 of the $16,000,000 revenue which the three-cent tax will produce during the next two years.

"Instead of having $25,000,000 to spend as you have been told," he said, "my department will have only $14,635,000." Restriction of the department's expenditures, he said, would compel him to abandon his co-operative work with the cities and towns and also to construct state highways on a cheaper basis with resultant inferior roadways. Instead of an advancement in construction, he said, it would be retrogression.

Says New Gas Tax Will Help Towns

He gave a comprehensive outline of the gasoline increase tax bill recently signed by Gov. Ely and submitted to cross-examination on all its details. He explained the numerous benefits to the towns and predicted that it would bring about a reduction in local taxes.

He declared that it would be injurious to the towns if he were compelled to deprive them of the co-operative work which includes snow removal, land damages, highway construction aid and grade crossing elimination assistance. The discussion of the Curley bill, he said, has embarrassed his department because he has not felt at liberty to proceed with all his program until he knows definitely how much money he will have to expend.

"I hope the bill is killed and killed promptly," was his parting shot.

FITCHBURG SENTINEL 4/13/31

Cal. Coolidge To Have Adams House Fireplace

BOSTON, April 13 (AP) — A fireplace which knew Calvin Coolidge as an ambitious and not too conspicuous member of the Massachusetts Legislature is to be his. It is the wish of Mayor James M. Curley of Boston.

The mayor struck the first blows in the razing of the old Adams house today, but before doing so he inspected the two rooms and bath Mr. Coolidge occupied while serving as Northampton's representative in the Legislature. Curley then secured the promise of the head of the wrecking company that the fireplace could be kept intact so it could be sent to the former president.

4/13/31

HAVERHILL GAZETTE

CURLEY OBTAINS OLD FIREPLACE FOR COOLIDGE

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The mayor struck the first blows in the razing of the old Adams House today but before doing so he inspected the two rooms and bath Mr. Coolidge occupied while serving as Northampton's representative in the Legislature. Mayor Curley then secured the promise of the head of the wrecking company that the fireplace could be kept intact so it could be sent to the former president.

The Adams House was one of Boston's oldest hotels and on its register had been written the signatures of many famous persons.

PITTSFIELD EAGLE 4/13/31

SELECTMEN OF STATE ADOPT BOUDREAU MOTION OPPOSING CURLEY HIGHWAY MONEY PLAN

Hinsdale Man, Sponsoring Motion Before State Selectmen's Association, Sees Loss to Berkshire Alone of $30,000 if Curley's Bill Goes Through—Selectmen's President Says Letter Sent Out Over His Name Was Unauthorized—Lyman Opposed to Curley Measure

On the motion of Dr. Archie L. Boudreau, chairman of the selectmen, of Hinsdale, the Massachusetts State Association of Selectmen went on record unanimously Saturday as being opposed to the bill, sponsored by Mayor James Curley of Boston, providing for a direct return to the cities and towns of the commonwealth, of one per cent of the permanent two-cent gasoline tax. The meeting was held at Gardner auditorium at the state house.

Loss $30,000 to Berkshire

Dr. Boudreau, when interviewed today declared, that passage of the Curley bill, would mean a loss to Berkshire county towns of about $30,000 in the annual highway allotment. He gave the following figures representing the amount each town in Berkshire would lose if the Curley bill became law:

Alford, $475; Becket, $1450; Cheshire, $1050; Clarksburg, $250; Egremont, $300; Florida, $1075; Hancock, $750; Hinsdale, $875; Lanesboro, $1050; Monterey, $1300; Mount Washington, $500; New Ashford, nothing; New Marlboro, $2125; Otis, $1200; Peru, $925; Richmond, $825; Sandisfield, $1975; Savoy, $1400; Sheffield, $1175; Tyringham, $625; Washington, $1275; West Stockbridge, $900; Windsor, $1450.

The action came as a surprise in view of the fact that it had been commonly accepted that the selectmen had joined forces with the Massachusetts Mayors club in support of the measure. Alleging that they had been the victims of considerable misrepresentation by the original sponsors of the bill they voted to urge the legislators from their home districts to defeat the pending legislation.

Informed of the action of the selectmen last night, Mayor Curley said that their decision meant that he would abandon any further endeavor to have the bill translated into statute.

Curley's Comment.

"The selectmen," he said, "have the privilege of changing their minds. It is apparent that they have become convinced that the gasoline tax revenue is sacrosanct fund to be retained by the state department of public works. It would be useless to attempt to pass the bill in the face of such opposition. In our sessions with the selectmen they were given every opportunity to discuss every phase of the bill from every conceivable angle. With the single exception of the town of Franklin it was given universal approval by them, even by the head of their association."

Axel Zetterman of Ashland, president of the selectmen's association, charged that a communication giving the bill his approval had been circulated among the selectmen of the state without his authorization. The circular was printed over the names of Zetterman and Mayor George J. Bates of Salem, president of the Mayors' club.

Zetterman told his associate selectmen that he not only had not authorized the use of his name, but that he never had seen a copy of the letter. The letter was dated April 1. According to his story, as told yesterday, he wrote to Mayor Bates seeking an explanation of the letter, and has not yet received a reply.

Lyman Aroused.

The unanimous vote to repudiate the Curley bill was registered after Frank E. Lyman, state commissioner of public works, had told the selectmen that passage of the pending legislation would seriously interfere with the operation of his department, and that it would compel him to deprive the cities and towns of approximately $6,000,000, which is annually expended on co-operative work on the roadways of smaller communities.

Condemns Letter

He declared that the circular letter repudiated by Zetterman completely misrepresented the benefits and effects of the Curley bill as it would relate to the towns. The statement made by Samuel Silverman, corporation counsel for the city of Boston, at the Parker house assembly of mayors and selectmen on March 30, to the effect that the enactment of the legislation would not interfere with the operation of the general laws relating to financial arrangements between the state and the towns, Lyman said, was inaccurate.

Lyman went the full distance in condemning the Curley bill. It not only would seriously interfere with the opertion of the existing laws, he said, but its enactment would "break the backbone of the highway law" under which the state highways of the commonwealth have been constructed.

"April Fool" Letter.

Commissioner Lyman frankly characterized the communication as "an April fool letter." Enactment of the legislation, he said, would result in turning back to the cities and towns $10,500,000 of the $16,000,000 revenue which the three-cent tax will produce during the next two years.

"Instead of having $25,000,000 to spend as you have been told," he said, "my department will have only $14,685,000." Restriction of the department's expenditures, he said, would compel him to abandon his cooperative work with the cities and towns and also to construct state highways on a cheaper basis with resultant inferior roadways. Instead of an advancement in construction, he said, it would be retrogression.

He gave a comprehensive outline of the gasoline increase tax bill recently signed by Governor Ely and submitted to cross-examination on all its details. He explained the numerous benefitc to the towns and predicted that it would bring about a reduction in local taxes.

He declared that it would be injurious to the towns if he were compelled to deprive them of the co-operative work which includes snow removal, land damages, highway construction aid and grade crossing elimination assistance. The discussion of the Curley bill, he said, has embarrassed his department because he has not felt at liberty to proceed with all his program until he knows definitely how much money he will have to expend.

"I hope the bill is killed and killed promptly," was his parting shot.

Frederick H. Dillon, member of the executive secretarial force, represented Governor Ely at the meeting. After telling the selectmen of the governor's interest in their difficulties he urged them to ask their legislators to support the building construction measure now pending before the senate.

4/14/31
HOLYOKE TRANSCRIPT

The Oracle

Mayor Curley evidently felt some twinges of conscience yesterday as he wielded the axe that started the demolition of the old Adams House at Boston, which goes the way of all things to make room for a two and a half million theatre. It was the thought that Suite 179, the Boston home of Calvin Coolidge, while member of the Legislature and Governor of Massachusetts, was to go down in the wreckage, that gave him the twinges. Before he swung the axe he did one of the things that show why men admire him even if they disagree with his political philosophy. He secured the promise of the head of the wrecking company that the fireplace in the two-room suite should be carefeully removed, crated and sent to the ex-President at his Northampton home.

FRAMINGHAM NEWS 4/13/31

DECEIVED, SAY SELECTMEN ON CURLEY'S BILL

Association on Record As Opposed to 'Gas' Tax Measure

Zetterman Says Letter Sent Out Without His Knowledge

Boston, April 13—Charges that the selectmen of Massachusetts were "hoodwinked" into endorsing a bill of Mayor James M. Curley of Boston providing that cities and towns be given one cent of the present two-cent "gas" tax were made at a meeting of the State Selectmen's association Saturday afternoon, after which the members went on record as unanimously opposed to the measure. The association voted to instruct the legislators of the state of their action and urge them to defeat the measure.

The action of the selectmen came after long discussion during which Axel Zetterman, Ashland, head of the selectmen's association, charged that a letter bearing his signature was sent to the selectmen of the state without his knowledge. He said that the letter contained an inaccurate version of the effect of the Curley bill upon the finances of the towns of the state.

The meeting was the climax of a controversy over the Curley bill, which has led to charges by supporters of Gov. Ely that the Boston mayor was endeavoring to wreck the chief executive's program for extended public works to relieve unemployment. The mayor has had several meetings with the legislators, urging his bill and asserting that the department of public works could not take care of the big program outlined for it by the governor. The mayor has denied that he had any intention of interfering with the Ely program, but it was explained today to the selectmen if the cities and towns were to receive one cent of the present "gas" tax it would so reduce the department of public works receipts that work would be greatly curtailed.

Duding one of his conferences with Boston members of the Legistore, Mayor Curley advised them to make trades with the upstate members, voting for projects in which they are interested in return for a vote for his bill. The plan aroused considerable antagonism on the part of the upstate members who declared that they would show "the Boston mayor he wasn't the boss of the boys from the sticks." The mayor at the same conference also gave the impression that if the Boston members wanted his support in future campaign they would save to work for his bill which is now on the table in the Senate.

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Mr. Zetterman was indignant at the letter apparently signed with his name, although the spelling appeard to be "Zetterman." Under the signature, however, he was identified as head of the selectmen's association. The letter also bore the name of Mayor Bates of Salem. Mr. Zetterman said he knew nothing about the letter until it was called to his attention. He did not receive one but when he heard that other selectmen had, he became suspicious and decided to call Saturday's meeting. Mayor Bates could not be reached.

Mr. Lyman characterized the letter as an 'April fool joke" said the purpose actuating it was a desire not only to get the return which the emergency highway bill provides and under which cities and towns get about nine-tenths of the one-cent increase but another cent as well under the plea that the State Department of Public Works would otherwise have $25,000,000 to spend. Instead, he said, the state will have $14,685,000 for highway purposes.

If the Curley measure is enacted, the commissioner warned the policy which the state has for years maintained of co-operating with the cities and towns in the building and maintenance of state roads will have to be abandoned and future highways would have to be of cheaper materials.

WORCESTER POST 4/16/31

B. C. Alumnus Is Responsible for Curley's Action

McLaughlin Called Mayor's Attention to Conflict In Gridiron Dates

BOSTON, April 15 (AP)—Edward A. McLaughlin, president of the Boston College Alumni Association, said today that he had called the attention of Mayor James M. Curley to the conflict in dates of the Dartmouth-Stanford and Boston College-Holy Cross football games.

His action was followed by the refusal of Mayor Curley to permit the inter-sectional contest in the Harvard Stadium on the date in question, Nov. 28. McLaughlin said he acted at the request of the executive committee of the alumni association and he praised the "sound fairness" of the mayor's decision.

"The matter of the Dartmouth-Stanford game being played in Boston on Nov. 28, 1931," McLaughlin said, "was called to the attention of the executive committee of the Boston College Alumni Association by its graduate athletic board a little over a week ago.

"Up to that time the officers of the association had had no intimation either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled.

"This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 persons from entire New England. It is looked upon nationally as one of the outstanding games of the east.

"At the request of my executive committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all"

After admitting it was upon McLaughlin's protest that he had decided to withhold permission for the intersectional contest, Mayor Curley said:

"If such a proposition as the Dartmouth-Stanford game should be permitted, it would seriously affect the chief source of revenue from football of both Boston College and Holy Cross.

"If an attempt should be made to hold a counter-attraction to the Harvard-Yale game, my attitude would be no different. I feel there are plenty of other dates during the football season upon which this game can be held."

NORTHAMPTON GAZETTE 4/14/31

KEEPING THE HEARTH

Mayor Curley's request that the fireplace used by Calvin Coolidge when he was Northampton's representative in the legislature, and rooming at the old Adams House, should be preserved in the tearing down of this historic hostelry, and sent to Mr. Coolidge, was a gracious gesture of respect for Massachusetts' most distinguished living citizen. And if Mr. Coolidge decides to accept and utilize the old hearth, it would seem highly appropriate that it should be installed in "The Beeches," possibly in the library. There, on chilly winter evenings, the former President could gaze at the same bricks which doubtless his eye back in 1907, when he was state representative, or in 1912 to 1915, while he was state senator, and thinking of the various legislative problems in which he was concerned. To be sure, there is a very pleasant hearth in the library at "The Beechs" at present, but to have the old fireplace from the Adams House in its place would be rather a fitting touch, provided it can be made to harmonize with the other furnishings in the room.

MILFORD NEWS 4/15/31

DARTMOUTH UNDECIDED ABOUT STANFORD GAME

Boston, April 15—Athletic officials at Dartmouth college today were considering cancellation, postponement or a shift to Philadelphia or Chicago of the Dartmouth-Stanford football game, scheduled at Harvard stadium for Nov. 28, following refusal by Mayor James M. Curley to issue a permit for the game on that date.

In his decision made to William J. Bingham, athletic director of Harvard, Mayor Curley declared the game would conflict with the Boston College-Holy Cross grid clash.

LOWELL COURIER-CITIZEN 4/15/31

STANFORD CAN'T PLAY IN BOSTON

Mayor Curley Denies Permission for Game with Dartmouth in Harvard Stadium Nov. 28, Westerners' Only Open Date —Fear of "Bucking" B. C.-Holy Cross Game Reason.

CAMBRIDGE, April 14. (AP).—Dartmouth and Stanford will not be able to play their football game in the Harvard stadium on Nov. 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard university announced tonight. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

City Must Approve Game.

When the stadium was built on the Boston side of the Charles river a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objection to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics, asked Mayor Curley again for the necessary permission, the mayor refused.

Curley said that Holy Cross-Boston college game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said Dartmouth and Stanford could play any other day next fall but Nov. 28.

Stadium Offered Thanksgiving.

Bingham said tonight Harvard would offer Stanford and Dartmouth the stadium on Thanksgiving, or any Saturday Harvard was not playing there. However, it was understood that Stanford could play only on Nov. 28. The game might be played in Philadelphia or Chicago instead.

N. B. MERCURY 4/15/31

CURLEY BLOCKS GRID GAME IN CAMBRIDGE

Stanford and Dartmouth Can't Play on Day of Holy Cross-B. C. Game

Cambridge, Mass., April 14 (AP)—Dartmouth and Stanford will not be able to play their football game in the Harvard stadium on November 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard university announced tonight. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

When the stadium was built on the Boston side of the Charles river a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objection to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics, asked Mayor Curley again for the necessary permission, the mayor refused.

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Brockton Enterprise 4/15/31

DARTMOUTH-STANFORD BATTLE APPARENTLY LOST TO BOSTON

Mayor Curley Refuses Permit for Intersectional Tilt at Harvard Stadium---Game May Be Played in Philadelphia or Chicago.

Boston, April 14. —(UP)— Chicago or Philadelphia probably will be the scene of the Dartmouth-Leland Stanford football game to have been played at Harvard Stadium next Nov. 28.

Plans to play this intersectional classic on the local gridiron went askew last night when Mayor James M. Curley of Boston refused to approve a permit for the game on the ground that it would conflict with the Boston College-Holy Cross battle, staged annually on the Saturday in question.

A remote hope that the Dartmouth-Stanford game might yet be played at Harvard Stadium was raised to-day when Cleo O'Donnell, athletic director at Holy Cross College, said there had been some talk of transferring the Boston College-Holy Cross game from Boston to Worcester this year. If this were done, Mayor Curley doubtless would grant a permit for the intersectional game at Harvard Stadium.

Those in charge of arrangements for the Dartmouth-Stanford game appeared, however, to have virtually abandoned hope of having the teams meet here. Harry Heneage, supervisor of athletics at Dartmouth, after a long-distance telephone conference with A. E. Masters, supervisor of athletics at Stanford, indicated that Chicago or Philadelphia would get the game. It was agreed that Heneage should go ahead with new arrangements for the contest.

Northampton Gazette 4/15/31

CURLEY REFUSES USE OF HARVARD STADIUM FOR STANFORD-DARTMOUTH

Cambridge, Mass., April 15—(AP)—The Harvard stadium will not be available to Dartmouth college for the Dartmouth-Stanford football game November 28 next because of the refusal of Major James M. Curley of Boston to grant the necessary permission. Harvard university announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth last night.

The stadium, built on the Boston side of the Charles river, cannot be used for athletic events not participated in by Harvard except with permission of the mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was mayor of Boston, no objection was raised to a Stanford-Dartmouth game, but when William J. Bingham, director of athletics at Harvard, asked Mayor Curley again for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston college game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said that Stanford and Dartmouth could play any other day next fall.

Leominster Enterprise 4/15/31

CURLEY REFUSES GAME PERMIT

Stanford and Dartmouth May Not Appear in Harvard Stadium.

CONFLICTS WITH B. C., HE SAYS

CAMBRIDGE, April 15. (AP)—Dartmouth and Stanford will not be able to play their football game in the Harvard Stadium on Nov. 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard University announced last night. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

When the stadium was built on the Boston side of the Charles river a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objection to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics, asked Mayor Curley again for the necessary permission, the mayor refused.

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Bingham said last night Harvard would offer Stanford and Dartmouth the stadium on Thanksgiving or any Saturday Harvard was not playing there. However, it was understood that Stanford could play only on Nov. 28. The game might be played in Philadelphia or Chicago instead.

FALL RIVER HERALD-NEWS 4/15/31

GREEN-STANFORD GAME RULED OUT

Mayor Curley Refuses Permission for Contest at Harvard Stadium—Will Approve Another Date.

BOSTON, April 15.—The Dartmouth-Leland Stanford football game will not be played in the Harvard Stadium, Nov. 28, 1931, according to statements made last night by Mayor James M. Curley of Boston, Director of Athletics William J. Bingham of Harvard and Harry R. Heneage, supervisor of athletics at Dartmouth.

Mayor Curley refused to give his permission for the playing of this game. The Harvard corporation had agreed to allow Dartmouth the use of the stadium for such a game on that date, with the reservation, however, that such a plan meet with the approval of the mayor of Boston.

Mayor Curley said he refused permission for such a game because he believes such a contest would be a case of stepping on the toes of the prior rights of the Boston College-Holy Cross game, scheduled for that same Saturday, immediately after Thanksgiving.

The mayor added, however, that he would give his full permission for a Dartmouth-Stanford game to be played in the Harvard Stadium on any other date, and said that he thought Dartmouth and its Californian foe could find some other date on which to play the game.

Mayor Curley's jurisdiction in the matter is based on the location of the Harvard Stadium, which is in Brighton, and not Cambridge, as is most of the other university property.

Heinage of Dartmouth said he had nothing to add to the announcement, although declaring that Dartmouth men were sorry the return game with Stanford could not be played as planned.

CHICAGO OR PHILADELPHIA

BOSTON, April 15 (UP)—Chicago or Philadelphia probably will be the scene of the Dartmouth-Leland Stanford football game to have been played at Harvard Stadium next Nov. 28.

A remote hope that the Dartmouth-Stanford game might yet be played at Harvard Stadium was raised today when Cleo O'Donnell, athletic director at Holy Cross college, said there had been some talk of transferring the Boston College-Holy Cross game from Boston to Worcester this year. If this were done, Mayor Curley doubtless would grant a permit for the intersectional game at Harvard Stadium.

Those in charge of arrangements for the Dartmouth-Stanford game appeared, however, to have virtually abandoned hope of having the teams meet here. Harry Heneage, supervisor of athletics at Dartmouth, after a long-distance telephone conference with A. E. Masters, supervisor of athletics at Stanford, indicated that Chicago or Philadelphia would get the game. It was agreed that Heneage should go ahead with new arrangements for the contest.

FITCHBURG SENTINEL 4/15/31

Curley Blocks Stanford Game At Harvard

CAMBRIDGE, Apr. 15 (AP)—The Harvard stadium will not be available to Dartmouth college for the Dartmouth-Stanford football game Nov. 28, next, because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission. Harvard university announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth bast night.

The stadium, built on the Boston side of the Charles river, cannot be used for athletic events not participated in by Harvard except with permission of the mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was mayor of Boston, no objection was raised to a Stanford-Dartmouth game, but when William J. Bingham, director of athletics at Harvard, asked Mayor Curley again for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said tha Stanford and Dartmouth could play any other day next fall.

LOWELL COURIER-CITIZEN 4/16/31

The casual passerby usually fails to take into account the fact that since the Harvard Stadium is across the river from the bulk of the Harvard plant, it is not in Cambridge, but rather in Boston. This comes suddenly to mind when one reads that Mayor Curley whose approval is needed, has refused to assent to the scheduled Dartmouth-Stanford football game in the Stadium next Nov. 28, because he fears that it will compete for attendance with the Boston college-Holy Cross contest, scheduled for the same day. The latter colleges are, according to the mayor, "entitled to a little revenue." That, one supposes, is quite true. However, it might also be supposed that the public which supplies the revenue ought to be considered—or, in other words, it would be quite as well to let them select whichever contest they prefer. Each would have its following and tickets, we suspect would be scarce. Football is not ordinarily regarded as a commercial enterprise to be protected against competition, anyway. To be sure, the mayor is willing to approve a Dartmouth-Stanford game on another date, but football schedules are prepared far in advance, and are quite inelastic. It's probably all off.

WORCESTER GAZETTE 4/16/31

DAILY DARTMOUTH RAPS MAYOR CURLEY

Undergraduate Publication Charges Politics in Grid Game Ban

HANOVER, N. H., April 16 (INS)—Lashing out at Mayor James M. Curley of Boston for his refusal to allow Dartmouth to meet Leland Stanford University of California in a football game at the Harvard Stadium on next Nov. 28, the Daily Dartmouth, undergraduate publication of the Hanover institution, in a scathing editorial today had charged that "big cigars and diamond stickpins of politics have wedged their way into the realm of intercollegiate sport."

The Dartmouth editorial exonerated both Boston College and Holy Cross athletic authorities of having influenced the decision to ban the intersectional grid clash.

Meanwhile, Harry Heneage, supervisor of athletics at Dartmouth, was planning a trip to the West today where he will attempt to obtain a field for the game. Heneage is understood to be considering both the municipal stadium at Cleveland and Soldiers' Field at Chicago as possible sites. Heneage expressed himself as being in favor of the Cleveland Stadium as it has a seating capacity of 90,000 and is centrally located.

Revelation that the Boston College Alumni association had taken part in Mayor Curley's refusal to allow the Leland Stanford-Dartmouth gridiron struggle came today in a statement by Edward A. McLaughlin, president of that organization, who said that he had called the matter of the conflicting games to the attention of the mayor's office at the request of the executive committee of the Alumni association.

CLINTON ITEM 4/15/31

GAME MAY BE POSTPONED

Date of Dartmouth-Stanford Contest Would Interfere With Holy Cross-Boston College Clash

Boston, April 15—Athletic officials at Dartmouth college today were considering cancellation, postponement or a shift to Philadelphia, Chicago or some other city of the Dartmouth-Stamford football game, scheduled at Harvard Stadium for Nov. 28, following refusal by Mayor James M. Curley to issue a permit for the game on that date. In his decision, made to William J. Bingham, athletic director at Harvard, Mayor Curley declared the game would conflict with the Boston College-Holy Cross grid clash.

Woonsocket Call 4/15/31

Use Of Harvard Stadium Barred By Mayor Curley

Dartmouth Sought Football Arena For Stanford Game—Another Contest On Same Day

Cambridge, Mass., April 15. (AP)—The Harvard Stadium will not be available to Dartmouth College for the Dartmouth-Stanford football game November 28 next because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission. Harvard University announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth last night.

The stadium, built on the Boston side of the Charles river, cannot be used for athletic events not participated in by Harvard except with permission of the mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was mayor of Boston, no objection was raised to a Stanford-Dartmouth game but when William J. Bingham, director of athletics at Harvard, asked Mayor Curley again for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said that Stanford and Dartmouth could play any other day next fall.

Bingham said that while the stadium would be offered the teams on Thanksgiving or any Saturday Harvard was not playing there, it was understood that Stanford could play only on November 28.

Hartford Courant 4/15/31

Dartmouth And Stanford Can't Play In Boston

Curley Refuses to Allow Game at Harvard Stadium November 28

Cambridge, Mass., April 14.—(AP.)—Dartmouth and Stanford will not be able to play their football game in the Harvard Stadium on November 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard University announced tonight. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

When the stadium was built on the Boston side of the Charles river, a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objections to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics asked Mayor Curley again for the necessary permission, the mayor refused.

Curley said that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said Dartmouth and Stanford could play any other day next fall but November 28.

Bingham said tonight Harvard would offer Stanford and Dartmouth the stadium on Thanksgiving or any Saturday Harvard was not playing there. However, it was understood that Stanford could play only on November 28. The game might be played in Philadelphia or Chicago instead.

Manchester N.H Union 4/16/31

Holy Cross Surprised at Curley's Move

Special to The Union.

WORCESTER, Mass., April 15.—The Holy Cross reaction to Mayor Curley's refusal to allow the Stanford-Dartmouth game to be played in Boston on November 25, because it conflicts with the H. C.-B. C. annual attraction is one of utter and complete silence.

Officials at the local college are very much surprised that the Boston mayor took such action. Cleo A. O'Donnell, director of athletics at Holy Cross, alone commented on the matter, but he summarized the situation as seen by the Holy Cross authorities when he said:

"I am very much surprised at Mayor Curley's move. It is the first I have heard about the matter. It comes as a double surprise when we realize that the site of the annual Boston College-Holy Cross game has not been definitely decided upon. Holy Cross alumni are endeavoring to bring the game to Worcester this fall, and as yet no definite conclusion has been reached."

Holy Cross officials told that Boston alumni had sought official intervention, were much surprised. The idea of a conflict had not occurred to them, inasmuch as the site was not decided on. And that the Jesuit colleges usually have their own following.

Salem News 4/15/31

Dartmouth-Stanford Contest In Stadium Is Halted By Hub Mayor

Cambridge, Mass., April 15 (AP)—The Harvard stadium will not be available to Dartmouth college for the Dartmouth-Stanford football game Nov. 28 next because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission. Harvard university announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth last night.

The stadium, built on the Boston side of the Charles river, cannot be used for athletic events not participated in by Harvard except with permission of the mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was mayor of Boston, no objection was raised to a Stanford-Dartmouth game but when William J Bingham, director of athletics at Harvard, asked Mayor Curley again for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston college game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue.' He said that Stanford and Dartmouth could play any other day next fall.

Bingham said that while the stadium would be offered the teams on Thanksgiving or any Saturday Harvard was not playing there, it was understood that Stanford could play only on November 28.

Concord N.H Monitor 4/13/31

OLD FIREPLACE FOR COOLIDGE

Mayor Curley Makes Promise in Starting Razing Of Adams House

BOSTON, April 13 (AP)—A fireplace which knew Calvin Coolidge as an ambitious and not too conspicuous member of the Massachusetts legislature is to be his. It is the wish of Mayor James M. Curley of Boston.

The mayor struck the first blows in the razing of the old Adams House today but before doing so he inspected the two rooms and bath Mr. Coolidge occupied while serving as Northampton's representative in the legislature. Curley then secured the promise of the head of the wrecking company that the fireplace would be kept intact so it could be sent to the former president.

The Adams House was one of Boston's oldest hotels and on its register had been written the signatures of many famous persons.

WORCESTER POST 4/15/31

H. C. Accepts Action Of Curley in Banning Intersectional Game

Boston Mayor's Decision Not to Permit Dartmouth-Stanford Grid Tilt at Stadium on November 28 Was Surprise to Purple Athletic Officials—Means H. C.-B. C. Game Will Not Come to Worcester This Fall

Although news that Mayor James M. Curley of Boston had refused permission for the Dartmouth-Stanford football game on Nov. 28 came as a surprise to the Holy Cross athletic officials, the authorities at Mt. St. James have accepted the action as final.

Kills Chance

The only possible regret to some of the officials and to many of the Worcester football fans comes from the knowledge that Mayor Curley's action practically kills any chance of the annual football clash between Holy Cross and Boston College coming to Worcester this year.

When announcement was made at Harvard that the stadium had been given to the Dartmouth team for a return game in its intersectional series with Stanford, the first of which was staged on the Pacific Coast last fall, Holy Cross supporters immediately started a move to bring the annual contest here.

The competition that the two Jesuit elevens would meet in the intersectional game was advanced as an argument for bringing the contest here and in that manner determine whether or not it was advisable or possible to stage the game here on alternate years.

Considerable pressure was brought to bear to have the game at Fitton Field and despite some stories from Boston it is known that the site of the game was not definitely determined nor was the game definitely scheduled for Boston as it was the Holy Cross "home game" this year.

Nearly as much pressure has been brought to bear, it became known today, to have the game held in Boston without any change of date. Advocates of this move felt that the tradition carried by the Jesuit clash would more than offset the attractive opposition offered by the intersectional game.

Cleo A O'Donnell, athletic director at Holy Cross, claimed that the action of the Boston mayor was a surprise to him, and he has had no opportunity to discuss the matter with the other college authorities. When interviewed today he seemed confident that there would be no move by Holy Cross to influence the decision of Mayor Curley either to strengthen the move to bring the game here this year or to give way to the other colleges.

Sports Fixture

Unofficially it is felt at Holy Cross that there is no cause to give ground to the Dartmouth-Stanford clash as the Boston College-Holy Cross game has held on that date for a long period, has become a sports fixture in this section and has won the right to that important date.

Athletic Director O'Donnell was inclined to believe that the ban would mean dropping of all consideration of changing the date of the H. C.-B. C. game to Thanksgiving or bringing the game here.

Holy Cross football followers also feel that the action settles definitely all chances for at least several seasons to have the game held in Worcester.

Outright cancellation, postponement or a shift to another city of the Dartmouth-Stanford football game, scheduled for the Harvard Stadium, Nov. 28, was the problem facing the athletic authorities of these universities.

After receipt of Mayor Curley's decision by William J. Bingham, director of Harvard athletics, notice was served by Harvard upon Dartmouth that the stadium would be unavailable for a Stanford-Dartmouth game Nov. 28.

Curley's Reason

Mayor Curley explained that his refusal to grant Harvard a permit for this important intersectional game was based on the fact that it constituted a conflict with the traditional B. C.-H. C. game. He added that he was perfectly agreeable to these two "outside" teams playing in Boston on any other date whatsoever, and Holy Cross should receive some consideration in the matter.

Harvard authorities intimated that they would be perfectly willing to grant Dartmouth the use of the stadium on some other date, but the Dartmouth authorities stated that Stanford had been unable to rearrange its schedule to permit the playing of this game on another date, and as a result, the Dartmouth-Stanford game will very probably be played either at Franklin Field, Philadelphia, or in Chicago.

Here is the statement made by Bingham:

"Two years ago the Harvard Corporation extended Dartmouth the use of the Stadium for a football game with Stanford on Nov. 28, 1931, making the reservation, however, that this arrangement should meet with the approval of the mayor of Boston.

"Mayor Curley has advised me that he will give his approval for such a game on any date other than Nov. 28.

"I have notified Dartmouth accordingly."

Mayor Curley's statement:

"Mr. William J. Bingham wrote me last week, asking for a permit to use the Harvard Stadium for a Dartmouth-Stanford game. I wrote Mr. Bingham that I would be entirely agreeable to such a game on any date except Nov. 28. I think that other colleges should receive some consideration."

And to top off these two statements, comes the following from Harry Meaneage, director of Dartmouth athletics:

"We are very sorry to hear of the complications which have arisen in Boston over the Dartmouth-Stanford game. It is too bad that Harvard should be placed in such a position after going so far out of its way to accommodate Dartmouth and Stanford.

"We would like, of course, to play in Boston, but unfortunately it does not appear possible to play on any date other than Nov. 28. Stanford plays California on the Saturday before that, and has already informed us that it will be unable to make any change in that arrangement. We could not play on Thanksgiving, because of the transcontinental trip which Stanford will have to make. We cannot play on Nov. 29, a Sunday, for obvious reasons. Right now it looks as though the game would be played either at Chicago or at Philadelphia, and it may have to be cancelled entirely."

Resume

This set of statements tells the story pretty thoroughly. Here, however, is a brief resume of the steps leading to the present crisis:

Two years ago, Harvard made a very great exception in its usual policy by granting Dartmouth the use of the Stadium, the final arrangements being completed through Pres. Hopkins of Dartmouth and the Harvard Corporation.

At the time, Bingham wrote to the then mayor, Hon. Malcolm E. Nichols, asking whether such a game would be agreeable to the Boston authorities, Nichols replied that he would rather that the incoming mayor pass judgment on the proposal, and as a result, it was not until last week that the matter was finally put up to Mayor Curley. His reply has been recorded.

Mayor Curley's legal right to forbid the Dartmouth-Stanford game seems to be a moot question. Undoubtedly the mayor could deprive the game of very necessary police protection and it might be possible for the city to tax Soldiers Field were it to become the scene of sporting events in which Harvard was not one of the participants. At any rate, Harvard officials said last night they would under no circumstances attempt to have the game played without full sanction from the authorities.

So there the matter stands, with no Dartmouth-Stanford game for Boston this fall unless Mayor Curley changes his mind before the Big Green and the Bears definitely decide upon some other battleground.

John P. Curley, graduate manager of athletics at Boston College, said no statement on the situation would be forthcoming from Boston College at this time. He intends, he said, to confer with Cleo O'Donnell, direc-

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LOWELL SUN 4/15/31

Curley Refuses Dartmouth Permission to Use Harvard Stadium for Football Game

CAMBRIDGE, April 15 (AP)—The Harvard stdium will not be available to Dartmouth college for the Dartmouth-Stanford football game Nov. 28 next because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission. Harvard university announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth last night.

The stadium, built on the Boston side of the Charles river, cannot be used for athletic events not participated in by Harvard, except with permission of the mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was mayor of Boston, no objection was raised to a Stanford-Dartmouth game, but when William J. Bingham, director of athletics at Harvard, asked Mayor Curley again for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said that Stanford and Dartmouth could play any other day next fall.

Bingham said that while the stadium would be offered the teams on Thanksgiving or any Saturday Harvard was not playing there, it was understood that Stanford could play only on Nov. 28.

FITCHBURG SENTINEL 4/15/31

Defends Curley Refusing Permit For Grid Game

Boston College Alumni Head Says Decision Fair To Colleges Concerned

BOSTON, April 15 (AP)—Edward A. McLaughlin, president of the Boston College Alumni association, said today that he had called the attention of Mayor James M. Curley to the conflict in dates of the Dartmouth-Sanford and Boston college-Holy Cross football games.

His action was followed by the refusal of Mayor Curley to permit the intersectional contest in the Harvard stadium on the date in question, Nov. 28. McLaughlin said he acted at the request of the executive committee of the alumni association and he praised the "sound fairnes" of the mayor's decision.

"The matter of the Dartmouth-Stanford game being played in Boston on Nov. 28, 1931," McLaughlin said, "was called to the attention of the executive committee of the Boston College Alumni association by its graduate athletic board a little over a week ago.

"Up to that time the officers of the association had had no intimation either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled.

"This latter game has been played on the Saturday after Thanksgiving for over 15 years. It attracts approximately 40,000 persons from entire New England. It is looked upon nationally as one of the outstanding games of the East."

FRAMINGHAM NEWS 4/15/31

Dartmouth-Stanford Game At Stadium Nov. 28 Is Banned

Necessary Permission Is Refused By Mayor Curley

(Special to the News)

Cambridge, April 15—Dartmouth and Stanford will not be able to play their football game in the Harvard stadium on Nov. 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard University announced last night. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

When the stadium was built on the Boston side of the Charles river a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objection to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics, asked Mayor Curley again for the necessary permission, the mayor refused.

Curley said that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said Dartmouth and Stanford could play any other day next fall but Nov. 28.

Bingham said last night Harvard would offer Stanford and Dartmouth the stadium on Thanksgiving or any Saturday Harvard was not playing there. However, it was understood that Stanford could play only on Nov. 28. The game might, therefore, be played in Phialdelphia or Chicago instead.

NEW HAVEN REGISTER 4/15/31

CLEVELAND LOOMS AS SELECTION FOR STANFORD CONTEST

Chicago Second Choice for Dartmouth Game on Nov. 28

SCHOOL PAPER BITTERLY ASSAILS MAYOR CURLEY

Charged with Injecting Politics Into Intersectional Sport

Special to The Union.

HANOVER, April 15—Either Cleveland or Chicago appeared today as the site of the Dartmouth-Stanford football game next fall on November 28, and it is expected that Harry R. Heneage, director of Dartmouth athletics, will make a western trip later this week with the intention of making arrangements for the contest in one of those cities.

Mayor Curley's refusal to allow the intersectional clash to take place in Boston on the same date as the Holy Cross-Boston College game has forced a change in the plans which called for the teams to meet in the Harvard stadium, and today the Cleveland municipal stadium appeared as the most popular choice, with a Chicago field second. Cleveland is a strong Dartmouth alumni center and there is a large delegation of students from Ohio in the college.

The news of Curley's action came as a shock to the student body today, and there was much adverse criticism of him, for the Stanford game in Boston would have been as popular as the annual Harvard clash when nearly all the student body makes the trip to the game.

Editorial Raps Mayor.

A caustic editorial entitled "The Curley worm gets the bird" will appear in the Daily Dartmouth tomorrow morning which states in unmistakable terms much of the student attitude toward the action of the Boston mayor.

The editorial in part is as follows: "The big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport. The Hon. James M. Curley, fawning before the Irish vote of Boston, withholds permission for the Dartmouth-Stanford football game scheduled for over two years to be played in the Harvard stadium. By way of explanation the mayor points out that the Holy Cross-Boston College game is an affair of long standing in Boston and that these colleges are entitled to a little revenue.

"Over and above the fact that the Dartmouth game has been on the books for two years, we object to Mr. Curley's big business attitude toward intercollegiate football. Is football, to Boston people, no more than a commercial venture? And if it is, can Boston support no more than one game with a normal attendance of 20,000 on the same Saturday. As far as the city and its pocketbook is concerned, we can see no objection to an influx of some 50 or 60,000 spectators. We feel certain that this step was in no way actuated by either Holy Cross or Boston College, for their game will be played regardless.

"There must be something far back in the mayor's keen mind. And it appears to us to be a distinctly political move; no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign, to their own good.

"Malcolm E. Nichols raised no objections to the game and we fail to see any reason why such a step should be in order now, except to secure for that great and good man Curley a few more votes, a few more palatial homes, a few more sleek, high-powered cars.

"And so, as far as we're concerned, the Curley worm gets the bird.

SALEM NEWS 4/15/31

Goodwin Deplores Spending $10,000 For Relief Probe

Boston, April 15—Condemning the proposed expenditure of $10,000 to investigate the public welfare department, Chairman Frank A. Goodwin of the finance commission, in a letter received yesterday by Mayor Curley, insisted that the money should be applied to the relief of the needy.

While admitting that his investigators had disclosed several cases of the distribution of cash, coal and groceries to persons not entitled to aid, Chairman Goodwin contended that it would be a miracle if no undeserving cases were found among the 7500 persons collecting city aid.

Advertising to the nation that the welfare headquarters was infested with crooks, he said, was unfair to the trustees, to the employees and to the city. Slipshod [illegible] resulting from the overwhelming of cases brought by the recent depression, and by the lack of space at charity headquarters, had been unearthed by the finance commission probers he said, adding that they expected to find more unworthy cases before they finish and make public their report. But he insisted that the finance commission would plug the leaks and make every effort to determine whether any of the welfare officials had been guilty of anything more than carelessness in the distribution of aid.

In making public the letter, Mayor Curley also issued a statement, signed by Chairman Simon E. Hecht of the unpaid board of overseers of public welfare, in which he protested against the action of Councillor John F. Dowd of Roxbury, in condemning the department because of the finding of "isolated unworthy cases." He explained that mistakes have been made and corrected, and that they were only natural, when the demands on the department increased 300 per cent. in a few months.

SPRINGFIELD UNION 4/2/31

Curley Issues Call for Another Parley

Legislators Asked to Attend and Discuss Essential Measures.

Special to The Springfield Union.

BOSTON, April 1—Mayor James M. Curley of Boston has issued another summons to what is little more than a private session of the Legislature. Today's summons, worded in the form of an invitation, is for a council at Boston City Hall Thursday "for the purpose of considering legislation essential to the best interests of the citizenship of Boston and the Commonwealth."

The speaker of the House, the president of the Senate, departmental officials of Boston and a picked group of legislators have been "invited." At the first session, ostensibly a luncheon, the legislators were urged by the Mayor to support his plan for a disbursement of half of the present gasoline tax back to cities and towns, a petition for which he now has before the Legislature.

At the Thursday meeting Curley probably will again urge support of his proposal to return 1 cent of the present 2-cent gasoline tax back to cities and towns. It would be a good bill for Boston, because Boston would get the lion's share. The point against the bill is that it deprives the Public Works Department of almost half its revenue for road building in all sections of the State. Western Massachusetts would be hard hit by such legislation.

The Mayor also will undoubtedly emphasize the need of his own building program, which entails the borrowing of about $31,000,000 outside the debt limit. It is understood that there is very little enthusiasm for this measure on the part of the Committee on Municipal Finance, which is considering it. The majority of the members of this committee feel that the present is not the proper time for such an ambitious program.

CONTINUED
WORCESTER POST 4/15/31

tor of athletics at Holy Cross, probably Friday, after which the position of the two colleges will be made known.

"The situation came upon us so suddenly we cannot make any statement at this time," Curley said.

MANCHESTER, N. H., April 15 (AP)—Chicago is favored as the scene of the Dartmouth-Stanford football game Nov. 28, Harry R. Heneage, director of athletics at Dartmouth, said today in expressing regret that the game could not be played in Boston.

"We will try and play the Dartmouth-Stanford game in some city," said Heneage, "and prefer Chicago to Philadelphia. It's too bad we can't play in Boston as planned."

The date chosen for the game in Boston conflicted with that of the annual Boston College-Holy Cross game.

Heneage later was told that the directors of athletics at Boston College and Holy Cross planned to confer on the matter later in the week. He said, "If it is agreeable to them and Mayor Curley gives us permission to use the Harvard Stadium, we will certainly go through with the game. Arrangements have been started to play the game elsewhere but the game will be played in Boston if permission is granted."

WORCESTER POST 4/15/31

Stanford Ready To Play Game In Other City

Graduate Manager Says It Will Not Be Called Off

STANFORD UNIVERSITY, Calif., April 15 (AP)—Refusal of Mayor James H. Curley of Boston to permit the Dartmouth-Stanford football game to be played in Harvard Stadium Nov. 28 next will result in the contest being played an another locality, Al Masters, graduate manager of Stanford, said today.

"The game will not be called off," Masters said. "It will be played either in Philadelphia or Chicago on Nov. 28. If we cannot schedule it in either of these cities, it is possible we will bring it back to Stanford Stadium again. However, we prefer to play it in the east to complete the "home-and-home" arrangement with Dartmouth. The game here last year did not draw an attendance up to our expectations."

Masters said Stanford had been offered the Thanksgiving Day date for Harvard Stadium, but this was not acceptable. Stanford plays California Nov. 21, which will not leave sufficient time for the eastern trip. Stanford has no earlier dates available.

Mayor Curley refused permission for the use of the Stadium on Nov. 28 because the Holy Cross-Boston College game is scheduled for that date.

WORCESTER TELEGRAM 4/15/31

CURLEY BANS BIG GRIDIRON GAME IN FAVOR OF B.C.-H.C.

Bars Use of Harvard Stadium for Stanford-Dartmouth Tilt on November Date

CAMBRIDGE, April 14 (AP)—Dartmouth and Stanford will not be able to play their football game in the Harvard stadium on Nov. 28 next because of the refusal of Mayor James M. Curley to grant the necessary permission, Harvard University announced tonight. Harvard long ago invited Stanford and Dartmouth to play their game in Cambridge, provided the mayor approved and the invitation was accepted.

When the stadium was built on the Boston side of the Charles river a contract was drawn between the city and the university that the city's permission must be obtained for any athletic event in the stadium not participated in by Harvard. Two years ago the mayor at that time, Malcolm E. Nichols, raised no objection to the Stanford-Dartmouth game but when William J. Bingham, Harvard director of athletics, asked Mayor Curley again for the necessary permission, the mayor refused.

Curley said that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said Dartmouth and Stanford could play any other day next fall but Nov. 28.

Bingham said tonight Harvard would offer Stanford and Dartmouth the stadium on Thanksgiving or any Saturday Harvard was not playing there. However, it was understood that Stanford could play only on Nov. 28. The game might be played in Philadelphia or Chicago instead.

The announcement came as a distinct surprise to Cled A. O'Donnell, director of athletics at the Holy Cross college.

"I am very much surprised that such a move was made by Mayor Curley," Mr. O'Donnell said when informed of the Hub executive's action. "I had not even thought of such a move particularly since the site of this year's Holy Cross-Boston College game has not been definitely decided upon. True, the game usually is played in Boston, but efforts of the Holy Cross alumni to bring the game to Worcester have delayed a final decision."

Asked if he had had any inkling that such refusal would be forthcoming, or if Holy Cross authorities had known anything about it, Mr. O'Donnell answered most emphatically "no".

Worcester Gazette 4/16/31

DARTMOUTH MEN REGISTERING INDIGNATION

Much indignation has been registered here, as well as any other place where Dartmouth men hold forth, relative to Mayor Curley of Boston, refusing to allow Dartmouth and Leland Stanford to meet at the Harvard Stadium in an intersectional football clash on Nov. 28, the same afternoon that Holy Cross and Boston College are scheduled to play their annual grid game, presumably at Fenway Park. The Stanford-Dartmouth tilt is one that all loyal Dartmouth men, and every Dartmouth man is loyal, so I have been informed rather emphatically, have been looking forward to, and now that the game will not be played in Boston, followers of the Big Green team from this section will have to journey, in all probability, hundreds of miles to sit in on the battle.

There is quite a possibility that the contest will take place in some Mid-West city, with either Chicago or Cleveland being favored at the present time. Arguments pro and con have been bruited about since Mayor Curley's decision appeared in print, but it seems as though Dartmouth did not get any the best of it. In 1930, the Hanoverians journeyed to the Far West for a game with Leland Stanford, and this season the boys coached by "Pop" Warner were to come here, but as matters now stand if Leland Stanford proceeds as far as Cleevland or Chicago, Dartmouth men from the East will have to be satisfied.

Holy Cross and Boston College are traditional rivals, 'tis true, but in view of the fact that Dartmouth and Stanford were going to play an intersectional game, a contest bound to be very colorful, something out of the ordinary and something that might happen only rarely, many folks hereabouts were hoping that Holy Cross and Boston College would move their 1931 game to this city. In fact, the matter has not been definitely decided as yet, but it might as well be, as Mayor Curley's ban on the Dartmouth-Stanford game at the Harvard Stadium removes the last obstacle in the path of the Holy Cross-Boston College game for the Hub.

Some weeks ago the athletic office at Boston College gave out word that the football game between the Eagles and the Crusaders would, as usual, be played in Boston. Holy Cross, through Mr. Cleo A. O'Donnell, did not quite agree with the Boston College angle, at the time. In fact, as mentioned above, the site of the game has not been definitely decided upon as yet, but there will be another conference, and no doubt Boston will be picked. This was a good year to test whether or not Worcester would patronize a Holy Cross-Boston College game, but it seems as though Boston College holds the balance of power when it comes to deciding whether the contest should take place in Boston or in Worcester.

* * *

Lawrence Telegram 4/15/31

Mayor James M. Curley's action in banning the proposed Dartmouth-Stanford football game, planned for the Harvard stadium next fall, comes as quite a surprise.

This game was to have been one of the attractions of the coming football season, and many fans had already arranged for reservations. Now the game will go to Chicago or Philadelphia, it is expected.

Harvard authorities who had granted the Hanover institution permission to use the stadium, were silent on the matter last night. Mayor Curley declared that the game would conflict with the annual Holy Cross-B. C. game which is a fixture in Beantown. True, the mayor may be right in taking this action, but it seems that the staging of the game only once would not have entirely ruined the two Jesuit schools. It is so seldom that Boston gets a chance to see one of the major teams from the Pacific coast in action that the banning of the game will be a keen disappointment to many.

Leominster Enterprise 4/16/31

COLLEGE PAPER RAPS CURLEY

Lays Refusal of Game Permit to "Cheap Pandering"

HANOVER, N. H., April 16 (AP)—The Daily Dartmouth, Dartmouth college undergraduate publication, in an editorial appearing today, assails Mayor James M. Curley of Boston for his decision to refuse use of the Harvard Stadium for the Dartmouth-Stanford football game on Nov. 28.

Declaring that "it appears to us * * * no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign," the paper says it feels certain the refusal to permit use of the stadium was actuated by neither Holy Cross nor Boston college.

It was because the traditional Boston College-Holy Cross game will be played in Boston on Nov. 28 that Curley withheld permission for the Stanford-Dartmouth game in the stadium on the same date.

Tonight indications were that Cleveland was the first choice in efforts to arrange the game in another city, with Chicago second in favor. Harry R. Mehcage, director of Dartmouth athletics, will make a western trip later in the week with a view to scheduling the intersectional clash in one of the two cities.

In its denunciation of Mayor Curley's action, the Dartmouth says that the normal attendance at the Boston College-Holy Cross game is about 22,000 and asserts it can see no reason for Boston to object to an influx of some 50,000 to 60,000 additional spectators.

It charges "the big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport."

REPUBLICAN - SPRINGFIELD 4/16/31

ALUMNI OF B. C. ASKED CURLEY TO TAKE ACTION

President Praises Refusal of Mayor to Permit Game to Conflict With Holy Cross Tilt

STANFORD WANTS GAME PLAYED IN OTHER CITY

BOSTON, April 15 (AP)—Edward A. McLaughlin, president of the Boston College Alumni association, said today that he had called the attention of Mayor James M. Curley to the conflict in dates of the Dartmouth-Stanford and Boston College-Holy Cross football games. His action was followed by the refusal of Mayor Curley to permit the inter-sectional contest in the Harvard Stadium on the date in question, Nov. 28. McLaughlin said he acted at the request of the executive committee of the Alumni association and he praised the "sound fairness" of the mayor's decision.

"The matter of the Dartmouth-Stanford game being played in Boston on Nov. 28, 1931," McLaughlin said, "was called to the attention of the executive committee of the Bos-Colleg Alumni association by its graduate athletic board a little over a week ago.

"Up to that time the officers of the association had had no intimation either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled.

Praises Curley's Action

"This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 persons from entire New England. It is looked upon nationally as one of the outstanding games of the East. At the request of my executive committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all."

After admitting it was upon McLaughlin's protest that he had decided to withhold permission for the intersectional contest, Mayor Curley said:

"If such a proposition as the Dartmouth-Stanford game should be permitted, it would seriously affect the chief sources of revenue from football of both Boston College and Holy Cross. If an attempt should be made to hold a counter-attraction to the Harvard-Yale game, my attitude would be no different. I feel there are plenty of other dates during the football season upon which this game can be held."

STANFORD SAYS GAME WILL BE PLAYED ELSEWHERE

STANFORD UNIVERSITY, Cal., April 15 (AP)—Refusal of Mayor James H. Curley of Boston to permit the Dartmouth-Stanford game to be played in Harvard Stadium Nov. 28 next will result in the contest being played in another locality, Al Masters, graduate manager of Stanford, said today.

"The game will not be called off," Masters said. "It will be played either in Philadelphia or Chicago on Nov. 28. If we cannot schedule it in either of these cities, it is possible we will bring it bac kto Stanford Stadium again. However, we prefer to play it in the East to complete the "home and home" arrangement with Dartmouth. The game here last year did not draw an attendance up to our expectations."

Masters said Stanford had been offered the Thanksgiving Day date for Harvard Stadium but this was not acceptable. Stanford plays California Nov. 21, which will not leave sufficient tim efor the Eastern trip. Stanford has no earlier rates available.

MANAGER AT B. C. REFUSES TO MAKE STATEMENT

BOSTON, April 15 (AP)—John P. Curley, graduate manager of athletics at Boston College, said today no statement on the refusal of Mayor Curley to permit the Dartmouth-Stanford game Nov. 28 at the Harvard Stadium which conflicts with the Holy Cross-Boston College game at this time. He intends he said, to confer with Cleo O'Donnell, director of athletics at Holy Cross, probably Friday, after which the position of the two colleges will be made known.

"The situation came upon us so suddenly we cannot make any statement at this time," Curley said. entertainment will be the mystery

Dartmouth Favors Chicago

MANCHESTER, N. H., April 15 (AP)—Chicago is favored as the scene of the Dartmouth-Stanford football game Nov. 28, Harry R. Heneage, director of athletics at Dartmouth, said today in expressing regret that the game could not be played in Boston.

"We will try and play the Dartmouth-Stanford game in some city," said Heneage, "and prefer Chicago to Philadelphia. It's too bad we can't play in Boston as planned."

The date chosen for the game in Boston conflicted with that of the annual Boston College-Holy Cross game. Heneage later was told that the directors of athletics at Boston College and Holy Cross planned to confer on the matter later in the week. He said, "If it is agreeable to them and Mayor Curley gives us permission to use the Harvard Stadium, we will certainly go through with the game. Arrangements have been started to play the game elsewhere but the game will be played in Boston if permission is granted."

WORCESTER GAZETTE 4/15/31

ALUMNUS OF B. C. VIEWS STAND OF CURLEY AS FAIR

Edward McLaughlin, President of Graduate Body, Makes Statement — Says He Approached Hub Mayor

Boston, April 15—(AP)—Edward A. McLaughlin, president of the Boston College Alumni association, said today that he had called the attention of Mayor James M. Curley to the conflict in the dates of the Dartmouth-Stanford and Boston college-Holy Cross football games.

His action was followed by the refusal of Mayor Curley to permit the intersectional contest in the Harvard stadium on the date in question, November 28. McLaughlin said he acted at the request of the executive committee of the alumni association and he praised the sound fairness "of the mayor's decision."

"The matter of the Dartmouth-Stanford game being played in Boston on November 28, 1931," McLaughlin said, "was called to the attention of the executive committee of the Boston College Alumni association by its graduate athletic board a little over a week ago.

"Up to that time the officers of the association had had no intimation either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston college-Holy Cross football game had been scheduled.

"This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 persons from entire New England. It is looked upon nationally as one of the outstanding games of the East.

"At the request of my executive committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all."

After admitting it was upon McLaughlin's protest that he had decided to withhold permission for the intersectional contest, Mayor Curley said:—

"If such a proposition as the Dartmouth-Standford game should be permitted, it would seriously affect the chief source of revenue from football of both Boston college and Holy Cross.

"If an attempt should be made to hold a counter-attraction to the Harvard-Yale game, my attitude would be no different. I feel there are plenty of other dates during the football season upon which this game can be held."

REPUBLICAN - SPRINGFIELD 4/16/31

Dartmouth Editorial Flays Boston's Mayor

Hurls Vitriol at Hon James M. Curley For Refusal to Sanction Green's 1931 Football Fray With Stanford—Cleveland Likely Site

Hanover, N. H., April 15 — Either Cleveland or Chicago appeared today as the probable site of the Dartmouth-Stanford football game next fall on November 18, and it is expected that Harry R. Heneage, director of Dartmouth athletics, will make a western trip later this week with the intention of making arrangements for the contest in one of those cities. Mayor James H. Curley's refusal to allow the intersectional clash to take place in Boston on the same date as the Holy Cross-Boston college game has forced a change in the plans, which called for the teams to meet in the Harvard stadium, and today the Cleveland municipal stadium appeared to be the most popular choice, with a Chicago field second. Cleveland is a strong Dartmouth alumni center and there is a large delegation of students from Ohio in the college.

The news of Curley's action came as a shock to the student body today, and there was much adverse criticism of him, for the Stanford game in Boston would have been as popular as the annual Harvard clash when nearly all the student body makes the trip to the game.

No Punches Pulled

A caustic editorial entitled, "The Curley Worm Gets the Bird," will appear in the Daily Dartmouth tomorrow morning which states in unmistakable terms much of the student attitude toward the action of the Boston mayor. The editorial in part is as follows:—

"The big cigers and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport, the Hon James M. Curley, fawning before the Irish vote of Boston, withholds permission for the Dartmouth-Stanford football game, scheduled for over two years, to be played in the Harvard stadium. By way of explanation the mayor points out that the Holy Cross-Boston college game is an affair of long standing in Boston and that these colleges are entitled to a little revenue.

"Over and above the fact that the Dartmouth game has been on the books for two years, we object to Mr Curley's attitude toward intercollegiate football. Is football to Boston people no more than a commercial venture? And, if it is, can Boston support no more than one game with a normal attendance of 20,000 on the same Saturday? As far as the city and its pocketbook is concerned, we can see no objection to an influx of some 50,000 or 60,000 spectators. We feel certain that this step was in no way actuated by either Holy Cross or Boston college for their game will be played regardless.

"There must be something far back in the mayor's keen mind, and it appears to us to be a distinctly political move. No more than a cheap pandering to that particular group of Boston people who have supported him during his campaign to their own good.

"Malcolm E. Nichols raised no objections to the game and we fail to see any reason why such a step should be in order now, except to secure for that great and good man, Curley, a few more votes, a few more palatial homes, a few more sleek, high-powered cars.

"And so, as far as we're concerned, the Curley worm gets the bird."

Stanford Wants Game

Stanford University, Cal., April 15—(AP)—Refusal of Mayor James H. Curley of Boston to permit the Dartmouth-Stanford football game to be played in Harvard stadium November 28 next will result in the contest being played in another locality, Al Masters, graduate manager of Stanford, said today.

"The game will not be called off," Masters said. "It will be played either in Philadelphia or Chicago on November 28. If we cannot schedule it in either of these cities, it is possible we will bring it back to Stanford again. However, we prefer to play it in the East to complete the 'home and home' arrangement with Dartmouth. The game here last year did not draw an attendance up to our expectations."

Masters said Stanford had been offered the Thanksgiving-day date for Harvard stadium but this was not acceptable. Stanford plays California November 21, which will not leave sufficient time for the eastern trip.

B. C. Delays Statement

John P. Curley, graduate manager of athletics at Boston college, said no statement on the situation would be forthcoming from Boston college at this time. He intends, he said, to confer with Cleo O'Donnell, director of athletics at Holy Cross, probably Friday, after which the position of the two colleges will be made known.

"The situation came upon us so suddenly we cannot make any statement at this time," Curley said.

HERALD - PORTLAND 4/16/31

Railroad Consolidations And Portland

Mayor Curley of Boston does not agree with Governor Ely of Massachusetts as to just what is best for New England so far as railroad consolidations are concerned. The mayor wants to encourage the Van Sweringens to extend their railroad lines to New England so as to help build up our ports. The governor of Massachusetts favors the taking over of all New England railroads by New England capital and uniting them in one system, independent of outside systems.

The advocates of each plan have many arguments to offer and it is difficult to determine which one is best. Each state or city must look upon this question from its own viewpoint and decide for itself what would best serve its interests.

We can say offhand that there is no objection to the Van Sweringens in this State, or in this City, that appears to exist in some other places. The Van Sweringens have achieved wonderful things wherever they have operated. They are said to want to reach the New England coast and lend a hand in developing some of its seaports. Many Portland people seem to be of the opinion that this City has more to gain from the Van Sweringen railroads than they have from others.

Everyone knows that Portland has the best harbor on the North Atlantic coast. Its facilities are not being used to the extent they might be. This is partially due to the fact that the railroads have not been able to secure the Western business which this port ought to have to reach its highest development. If the Van Sweringens became interested in making Portland a shipping point for Western products it might result in filling our harbor with ships.

Once the Grand Trunk Railway was performing this service for Portland a part of the year. When the St. Lawrence River was closed to shipping in Winter several lines of British ships sent their vessels here to get the cargoes the Grand Trunk was hauling to the Eastern ports from the Great West. While this continued Portland was a busy port in the Winter. Hundreds of men were given employment and all the available steamship docks were filled with vessels.

The Maritime ports of Canada, especially Halifax and St. John, New Brunswick, wanted the business and succeeded in getting the most of it. When the Grand Trunk quit hauling grain and other products from the Great West to Portland our shipping business fell off at once. The other railroads seemed unable to do much to make up the loss.

New Bedford Mercury 5/14/31

THE DAILY DARTMOUTH SCORES CURLEY

Charge Politics Behind Ban on the Dartmouth-Stanford Game

Hanover, N. H., April 15 (AP)—The Daily Dartmouth, Dartmouth college undergraduate publication, in an editorial to appear tomorrow assails Mayor James M. Curley of Boston for his decision to refuse use of Harvard stadium for the Dartmouth-Stanford football game on Nov. 28.

Declaring that "it appears to us no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign," the paper says it feels certain the refusal to permit use of the stadium was actuated by neither Holy Cross nor Boston college.

It was because the traditional Boston college-Holy Cross game will be played in Boston on Nov. 28 that Curley said he withheld permission for the Stanford-Dartmouth game in the stadium on the same date.

Tonight, indications were that Cleveland was the first choice in efforts to arrange the game in another city, with Chicago second in favor. Harry R. Heneage, director of Dartmouth athletics, will make a western trip later in the week with a view to scheduling the inter-sectional clash in one of the two cities.

In its denunciation of Mayor Curley's action, the Dartmouth says that the normal attendance at the Boston college-Holy Cross game is about 22,000 and asserts it can see no reason for Boston to object to an influx of some 50,000 to 60,000 additional spectators.

It points out that Malcolm E. Nichols, former mayor of Boston when the inter-sectional game was scheduled two years ago for Nov. 28 of this year, saw no objection.

The editorial throws the charge of politics in the opening sentence: "The big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport."

The student body expressed keen disappointment at Curley's decision. With the Stanford game in Boston, virtually every undergraduate would be able to see the contest—a trip to Cleveland or Chicago will be out of the question for many, if not for most of the Dartmouth students.

Game Will be Played.

Stanford University, Cal., April 15 (AP)—Refusal of Mayor James H. Curley of Boston to permit the Dartmouth-Stanford football game to be played in Harvard stadium November 28 next will result in the contest being played in another locality, Al Masters, graduate manager of Stanford, said today.

"The game will not be called off," Masters said. "It will be played either in Philadelphia or Chicago on November 28. If we cannot schedule it in either of these cities, it is possible we will bring it back to Stanford stadium again. However, we prefer to play it in the East to complete the "home and home" arrangement with Dartmouth. The game here last year did not draw an attendance up to our expectations."

Mayor Curley refused permission for the use of the stadium on Nov. 28 because the Holy Cross-Boston college game is scheduled for that date.

Manchester Union 4/16/31

FOOTBALL CLASSIC WITH COAST TEAM EAGERLY AWAITED

Mayor Curley's Action Bitter Blow to Dartmouth Student Body

Special to The Union.

HANOVER, April 15.—News that Dartmouth will not be able to play Stanford on November 28 in the Harvard Stadium because of the refusal of Mayor Curley of Boston to grant permission for the game due to its clash with the Holy Cross-Boston College contest at the same time came as a shock to most of the Dartmouth student body.

The Stanford game would have been the first big intersectional clash which practically all of the Dartmouth students could have witnessed. In the last few years these big games for Dartmouth have been played in cities whose distance from Hanover made the trip impossible for most of the college men. The Chicago contest in 1928 was attended by only a few of the students. The Navy game in 1929 in Philadelphia drew a larger crowd, but the Stanford game last fall was heard over the radio by practically all the student body.

Boston, the nearest metropolitan center to Hanover, has always been a haven for the students on their "peerades." At the time of the annual Harvard game, when an athletic holiday is given by the college nearly all the students make the trip to Boston, and the Stanford contest which would have been played there during the Thanksgiving holidays has been looked forward to ever since the announcement of the two year playing contract several years ago.

Arrangements made for the game to take place in some city besides Boston can not be as favorable to the students, as they will prevent many watching the contest.

New Haven Register 4/15/31

CURLEY REFUSES PERMISSION FOR CRIMSON STADIUM

Cambridge, Mass., April 15.—(AP)—The Harvard Stadium will not be available to Dartmouth College for the Dartmouth-Stanford football game November 28 next because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission. Harvard University announced the Mayor's refusal of the use of the Stadium by Dartmouth last night.

The Stadium, built on the Boston side of the Charles River, cannot be used for athletic events not participated in by Harvard except with permission of the Mayor of Boston under a contract drawn between Boston and the university.

Two years ago, while Malcolm E. Nichols was Mayor of Boston, no objection was raised to the Stamford-Dartmouth game, but when William J. Bingham, director of athletics at Harvard, asked Mayor Curley for permission, the Mayor refused. Stanford and Dartmouth were offered the use of the Stadium and accepted a long time ago.

Curley said last night that the Holy Cross-Boston College game, long a Boston fixture, was scheduled for that day and that they were entitled "to a little revenue." He said that Stanford and Dartmouth could play any other day next Fall.

Bingham said that while the Stadium would be offered the teams on Thanksgiving or any Saturday Harvard was not playing there, it was understood that Stanford could play only on November 28.

Manchester Union 4/16/31

SLIGHT CHANCE FOR BOSTON GAME

Boston College and Holy Cross Officials To Confer Tomorrow

There is still a slight chance that the Dartmouth-Stanford football game November 28 may be played at the Harvard stadium.

Definite decision as to whether the game will be played will not be known for several days, as permission for the game hinges on Mayor Curley of Boston, who declared Tuesday that it was impossible to have it in Boston because the Boston college-Holy Cross game on the same date has the prior right.

It was learned by the Manchester Union-Leader and the Associated Press yesterday afternoon that John P. Curley, athletic director of Boston college, and Cleo O'Donnell of Holy Cross will confer, probably Friday, and discuss the matter. If agreeable to the directors, and they express their wish to Mayor Curley, the latter may then give permission for Dartmouth and Stanford to play on November 28. The Harvard stadium is within the city limits of Boston, and if Mayor Curley does not give permission for the game, it will have to be shifted elsewhere.

"The game will certainly be played," Harry R. Heneage, athletic director of Dartmouth said yesterday. "Arrangements have already been started in two or three other places."

Questioned as to where he would stage it, he said Chicago and Philadelphia are considered, with Chicago preferred because of the elaborate accommodations at Soldiers field. Stanford defeated Dartmouth on the coast last fall.

Dartmouth alumni throughout New England were keenly disappointed at the announcement of Mayor Curley, banning the game at the Hub, because of the annual alumni gathering the week of the game. The reunion may be shifted to the city where the game is played.

"If Holy Cross and Boston college agree to let us play the game, and Mayor Curley then gives permission, we will certainly play the game in Boston," Mr. Heneage stated. He was informed of the Associated Press dispatch that said the Boston college and Holy Cross athletic directors would confer in regard to a second game in Boston, and thought it "reasonable" to suppose the mayor would give permission if B. C. and Holy Cross agreed to the game.

Mr. Curley of Boston college said no definite statement would be forthcoming from that institution at this time. He intends, he said, to confer first with Mr. O'Donnell of Holy Cross, after which the position of the two colleges will be made known.

Bingham Reluctant.

"The situation came upon us so suddenly we cannot make any statement at this time," Mr. Curley said.

William J. Bingham, director of athletics at Harvard, told The Union-Leader that "Harvard does not want to get into any trouble with the city of Boston, but if the mayor gives permission Dartmouth and Stanford can certainly use the stadium. The field is in Boston, and not in Cambridge, so Mayor Curley can say whether it will be played. We agreed two years ago that if Dartmouth and Stanford were to use the stadium, it would be contingent upon permission from the mayor."

At that time Mayor Nichols said that the game could be played as far as he was concerned, but that he would prefer to have definite permission granted from the incoming mayor, who is Mr. Curley.

Mr. Bingham told The Union-Leader that he wrote to Mayor Curley last December, but received no reply as the executive was on his vacation. When he returned, his son died, and it was impossible to get a reply at that time.

"I tried to get Dartmouth men to see him, and then last week I wrote to him, receiving the reply Tuesday that Boston college and Holy Cross had the prior right for a football game on November 28, and that Dartmouth and Stanford could not use the field. Harvard gladly volunteered the use of the stadium without any income whatever. It was just sportsmanship to a friendly institution."

The stadium is available any other day next fall when Harvard is not playing, Mr. Bingham and Mr. Heneage said, but it will be impossible to play any other date than November 28. Stanford plays California the week before, and would be handicapped by a hasty journey east to play on Thanksgiving Day. The team would not arrive until Wednesday, and it would be too soon to play the next day.

Mayor Curley declared that the Holy Cross and Boston college game has long been a Boston fixture the Saturday after Thanksgiving, and that they are entitled "to a little revenue."

However, if these colleges agree that a second game at Harvard stadium would not conflict with the "gate," and tell that to the mayor, it is probable the latter will give permission to Dartmouth and Stanford.

Transfer of the Dartmouth-Stanford game from Boston also will wreck the Dartmouth alumni plans to hold their annual national gathering in the Hub of which this game was to be the climax. This annual "roundup" has never been held in New England, and Darmtouth alumni had looked forward to the event as as opportunity to meet old friends which even class reunions at Hanover each June do not afford.

Concord N.H. Monitor 4/15/31

Harvard Stadium Denied Dartmouth For Stanford Tilt

CAMBRIDGE, Mass., April 15 (AP)—The Harvard stadium will not be available to Dartmouth College for the Dartmouth-Stanford football game November 28 next because of the refusal of Mayor James M. Curley of Boston to grant the necessary permission Harvard University announced the mayor's refusal to grant permission for the use of the stadium by Dartmouth last night.

The stadium, built on the Boston side of the Charles River, cannot be used for Athletic events not participated in by Harvard except with permission of the Mayor of Boston under a contract drawn between Boston and the University.

Two years ago, while Malcolm E. Nichols was Mayor of Boston, no objection was raised to a Stanford-Dartmouth game but when William J. Bingham, director of Athletics at Harvard, asked Mayor Curley for permission, the mayor refused. Stanford and Dartmouth were offered the use of the stadium and accepted a long time ago.

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Bingham said that while the stadium would be offered the teams on Thanksgiving or any Saturday Harvard was not playing there, it was understood that Stanford could play only on November 28.

LAWRENCE TELEGRAM 4/16/31

Mayor James M. Curley of Boston seems to have stirred up quite a little feeling by his banning of the Dartmouth-Sanford football game, planned for the Harvard stadium on November 28th, next.

Mayor Curley was prompted to action by the Boston College alumni association, according to latest reports. The B. C. grads felt that the big intersectional game would take all of the color, and not a little of the gate receipts, from the annual Jesuit classic.

But there seems to be an old feud between Harvard and B. C. which is responsible for the whole affair. B. C. had some sort of disagreement with the Crimson back in 1922 and dropped the Cambridge institution from its athletic schedules. Since then the schools have been at odds, athletically. When Bill Bingham granted Dartmouth the use of the stadium, the Maroon and Gold followers felt that it was a direct slap at them, and proceeded to retaliate. The mayor's action was the result.

The whole mess seems quite off color. According to Cleo O'Donnell of Holy Cross, the coming B. C.-H. C. game has not as yet been definitely secured for Boston. It may be shifted to Worcester this year. If this is the case, the Boston College grads are wrong in causing the postponement of the intersectional game.

Such battles are few and far between and the fans of this section are more than anxious to witness one. B. C. would make more friends if it would request Mayor Curley to allow the game to go on as scheduled, and take its own chances with the gate receipts at Fenway park on that day. The Dartmouth-Sanford game will be only played once, but the ill feeling that has been created will last for a long time. It's not worth it.

WORCESTER POST 4/16/31

Dartmouth Daily Criticizes Curley

Credits Politics for Ban On Stanford Game At Boston

HANOVER, N. H., April 16 (AP)—The Daily Dartmouth, Dartmouth College undergraduate publication, today editorially assailed Mayor James M. Curley of Boston for his decision to refuse use of the Harvard Stadium for the Dartmouth-Stanford football game on Nov. 28.

The editorial declared that "it appears to us x x x no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign" and said that "x x x we feel certain that the refusal to permit use of the stadium was actuated by neither Holy Cross nor Boston College."

Mayor Curley withheld permission because the traditional Boston College-Holy Cross game will be played in Boston on Nov. 28.

The Dartmouth Daily said that the normal attendance at the Boston College-Holy Cross game is about 22,000 and asserted that it could see no reason for Boston to object to an influx of some 50,000 to 60,000 additional spectators.

The editorial charges "the big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport."

Indications today were that Cleveland was the first choice in efforts to arrange the game in another city, with Chicago second in favor.

CONCORD N.H. MONITOR 4/16/31

Curley's Action Against Dartmouth "Cheap Pandering," Students Assert

HANOVER, April 16 (AP)—The Daily Dartmouth, Dartmouth colleg undergraduate publication, today editorially assailed Mayor James M. Curley of Boston for his decision to refuse use of the Harvard stadium for the Dartmouth-Stanford football game on Nov. 28.

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SPRINGFIELD NEWS 4/16/31

MAYOR CURLEY URGES LAW FOR SPRINKLERS

Boston, April 16—Mayor Curley of Boston was a guest of the Fire Chiefs' club of Massachusetts at its monthly luncheon yesterday at the Parker house. He spoke regarding the activities and good work of the club on matters pertaining to fire prevention and protection of lives and property through legislation, and of the good accomplished for the officers and men of the fire departments.

Mayor Curley strongly advocated a law requiring a sprinkler system in factories and other buildings, which would tend to lessen dangers to workers and occupants, and would decrease the large fire losses.

LYNN ITEM 4/17/31

Hub Sports Writer Wants To Know What Mayor Has To Do With a Grid Game

Bill Cunningham Tells River Works Foremen That He Has Not Ascertained Yet.

RELATES PACIFIC TRIP

Asserts Californians Take Athletics Seriously; Says O'Connor's Run Great Play.

"I don't know yet what the mayor of any city has to do with a football game," declared Bill Cunningham, Boston sports writer, speaking to more than 200 members of the River Works Foremen's Association and guests, at the River Works auditorium, Thursday night, the occasion being the monthly meeting of the organization. This reference was aimed at the recent decree of Mayor James M. Curley of Boston, who declined to give permission for the Dartmouth-Stanford game at the Harvard Stadium, next fall, on the same date as the annual Holy Cross-Boston College conflict.

The ejaculation manifested itself while the speaker was giving a description of some incidents preceding the Southern California-Notre Dame game, at Los Angeles, last fall and a parade of Los Angeles city fathers in automobiles around the stadia. The remark was greeted by unbounded applause by the gathering.

Serious Over Athletics.

Mr. Cunningham's talk was confined solely to football and incidents of his trip to California, where he saw the Southern California-Notre the second touchdown, the one counters. His word picture of his trip was punctuated with various tales of happenings that kept his listeners doubled up in laughter.

He told of the seriousness the Californians take their athletics, especially football and they assert they are 50 or 60 years ahead of the East in football. The East to the Californians is all the country on the other side of the Rockies. In his opinion, the speaker said, the Californians were 30 to 40 years behind the East in their attitude to and appreciation of football, and this viewpoint was illustrated by several examples which had come under his notice.

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Tribute to Rockne.

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The meeting of the association was confined to the dinner which was served in the new restaurant and the menu comprised roast ham, mashed potatoes, spinach, ice cream and cake and other delicacies, topped off with cigars. An orchestra presented a musical program. Vernon W. Pelley, president of the association, presided and introduced the speak. Mr. Cunningham in addition to his entertaining address also was induced to preside over the piano and rendered several selctions.

LOWELL COURIER-CITIZEN 4/16/31

CURLEY FLAYED BY DAILY DARTMOUTH

Publication Blames Politics for Barring "Big Green"-Stanford Game in Boston.

HANOVER, N. H., April 15. (AP).—The Daily Dartmouth, Dartmouth college undergraduate publication, in an editorial to appear tomorrow, assails Mayor James M. Curley of Boston for his decision to refuse use of the Harvard stadium for the Dartmouth-Stanford football game on Nov. 25.

Declaring that "it appears to us * * * no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign." The paper says it feels certain the refusal to permit use of the stadium was actuated by neither Holy Cross nor Boston college.

It was because the traditional Boston college-Holy Cross game will be played in Boston on Nov. 28 that Curley said he withheld permission for the Stanford-Dartmouth game in the stadium on the same date.

Tonight, indications were that Cleveland was the first choice in efforts to arrange the game in another city, with Chicago second in favor. Harry R. Heneage, director of Dartmouth athletics, will make a western trip later in the week with a view to scheduling the inter-sectional clash in one of the two cities.

In its denunciation of Mayor Curley's action, the Dartmouth says that the normal attendance at the Boston college-Holy Cross game is about 22,000 and asserts it can see no reason for Boston to object to an influx of some 50,000 to 60,000 additional spectators.

It points out that Malcolm E. Nichols, mayor of Boston when the intersectional game was scheduled two years ago for Nov. 28 of this year, saw no objection.

The editorial throws the charge of politics in the opening sentence: "The big cigars and diamond necklaces of politics have at last wedged their way into the realm of intercollegiate sport."

The student body expressed keen disappointment at Curley's decision. With the Stanford game in Boston, virtually every undergraduate would be able to see the contest—a trip to Cleveland or Chicago will be out of the question for many, if not for the most of the Dartmouth students.

HERALD - PORTLAND 4/17/31

It seems logical to assume that Portland has lost for all time this great business which the Grand Trunk once supplied. If the Van Sweringens, with trunk line connections to the West, could be induced to make Portland one of their shipping points it is probable that once again this port would be thronged with trans-Atlantic steamships. It does not seem likely that an all New England railroad system would ever be able to do much along this line. And there are few Portland business men who think the Boston and Maine, if it were united with the New York, New Haven and Hartford, or the Pennsylvania would ever take much interest in employing Portland's harbor facilities to the utmost.

Maine has had some experience with outside capital which has come into this State to help encourage its industries and build up its business. Without this help it seems probable that this State would have suffered far more severely during the period of depression than it has. Portland has the harbor and with some help from the railroads it could be made as busy as any on the Atlantic coast. The management of the Grand Trunk made full use of it until political interference in Canada forced it to divert its business elsewhere. Why isn't it reasonable to suppose that American capital, intent upon developing an American port, could not bring back to this City the shipping activity it once enjoyed, providing it was successful in creating through railroad connections with the great storehouses of the West?

NEW BEDFORD STANDARD 4/17/31

Short-Sighted

The student body and the alumni of Dartmouth college are showing some resentment over the refusal of Mayor Curley to permit the Dartmouth-Stanford football game, scheduled for November 28, to be played in the Harvard stadium. The reason for his action is assumed to be that this is the date of the Boston College-Holy Cross game, and that objection has been voiced by the supporters of these two teams to their being exposed to the competition of an inter-sectional match on that date. The point is not well taken. Boston is a large enough center to support two big games on the same afternoon. The Dartmouth-Stanford contest will attract people who would not attend the other game, and would bring to Boston a large number of visitors. It is a short-sighted policy that compels the Dartmouth management to place the Stanford game in another city.

HYDE PARK INDEPENDENT 4/17/31

MUNICIPAL GOLF COURSE TO BE STARTED SOON; BIDS ARE OPENED

Very Attractive and Picturesque Course Planned; Ideal Location for Hyde Park; Municipal Golf Tournament May Be Held Here Next Year; Golf Professionals to Be Seen Here for First Time

The bids for the construction of the new Municipal Golf Course have been opened and there is every reason to believe that the work can be started in the near future. The lowest bid was submitted by Thomas J. McCue of Watertown, for $198,000. This added to the cost of the land, the preliminary work already done, the club house and expenses that may arise, the total cost will be between four and five hundred thousand dollars.

This community is very fortunate in having a course so conveniently situated, and upon ground so ideally suited for its purpose. The lay of the ground makes possible a most picturesque course with endless variety of vistas at every hole, hills and valleys, undulating fairways, and all manner of natural hazards.

The land did not lend itself to residential development and it would have been many years before some parts would have undergone development for this purpose.

It will now be transformed into a most attractive and serviceable development, bringing healthful recreation to all and greatly enhancing the value of the surrounding territory.

His Honor Mayor Curley and his able park commissioner, Mr. Long, with his efficient corps of assistants are to be congratulated upon their vision and effort that has made this most useful and attractive course available.

We are publishing in our next issue a cut of the grounds plan showing the length and location of each hole with hazards and bunkers.

It was a very happy thought on the part of the Mayor in suggesting that the course be named after Mr. George Wright, who was the first one to bring the game of golf to Boston. It is rumored that the Nationa Amateur Municipal Golf association will hold its annual tournament on these links in 1932.

SPRINGFIELD NEWS 4/17/31

Late Telegraph Bulletins

MAYOR CURLEY GOING TO CHICAGO

Boston, April 17—Bound for Chicago where he planned to inspect the overhead highway system, Mayor James M. Curley, of Boston, left here this afternoon. He was accompanied by his secretary, Cornelius Reardon, who planned to go only to Albany.

WORCESTER POST 4/18/31

Dartmouth Paper Hits Boston College Alumni

Calls Curley's Action in Banning the Dartmouth-Stanford Game at Harvard Stadium "Dirty Commercialization of the Most Despicable Form"

HANOVER, N. H., April 18 (AP) —The Dartmouth, Dartmouth College student daily, today editorially denounced commercialization in intercollegiate sport and criticized alumni interference by the Boston College Alumni Association.

Assailed Curley

The Dartmouth recently assailed Mayor James M. Curley of Boston for his refusal to permit the use of the Harvard Stadium for the Dartmouth-Stanford game Nov. 28. Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, has assumed full responsibility for the suggestions that caused Mayor Curley's action.

Mayor Curley refused the use of the stadium for the inter-sectional game because of the conflict with the date of the Boston College-Holy Cross contest.

The Dartmouth editorial said:

"When it comes to a case of the president of an alumni association slipping up to the mayor of a city and demanding that the mayor forbid any competition in the gate receipt industry, and when, the mayor for one reason or another, accedes to his request, we object as strenuously as we possibly can.

Brazen Admission

"The dabbling of alumni in undergraduate concerns is bad enough but coupled with that is this brazen admission that the motives are purely commercial. Neither Dartmouth nor Stanford are situated in Massachusetts. Holy Cross and Boston College both are, therefore patronize the neighborhood football games. Give them a monopoly, regardless that an intersectional game would mean no skin off the favored colleges' noses, regardless of the fact that this game would be one of the big events of the year, or that few Dartmouth students would be able to see the game if it is refused by Boston.

"This is dirty commercialization of the most despicable form and we trace the muddy footprints back and lay the mewling offspring of American intercollegiate sport at the door of the wild-eyed football public in general and the Boston College Alumni Association in particular."

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WORCESTER GAZETTE 4/18/31

DARTMOUTH PAPER ASSAILS B. C. ALUMNI

Calls Protest Against Use of Harvard Stadium "Despicable Commercialization"

HANOVER, N. H., April 18 (AP)—The Dartmouth, Dartmouth College student daily, today editorially denounced commercialization in intercollegiate sport and criticized alumni interference by the Boston College Alumni association.

The Dartmouth recently assailed Mayor James M. Curley, of Boston, for his refusal to permit the use of Harvard Stadium for the Dartmouth-Stanford game Nov. 28. Edward A. McLoughlin, Jr., president of the Boston College Alumni association, has assumed full responsibility for the suggestions that caused Mayor Curley's action.

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SPRINGFIELD REPUBLICAN 4/18/31

Dartmouth Editorial to Assail Boston College Alumni Head

Commercialism and Graduate Interference in Football Denounced as Blocking Big Green — Stanford Game at Hub

...over, N. H., April 17—(AP)—The Daily Dartmouth, student publication, which assailed Mayor James M. Curley of Boston for his refusal to permit Harvard to lend its stadium for the Dartmouth-Stanford football game next November 28, will comment editorially in tomorrow's issue upon the president of the Boston College Alumni association, who is Edward A. McLaughlin, Jr.

McLaughlin has assumed full responsibility for the suggestions that caused Mayor Curley to prevent the Dartmouth-Stanford game from conflicting with the Boston college-Holy Cross contest which has closed the football season at Boston for many years. The editorial denounces commercialization in intercollegiate sport and sharply criticizes alumni interference.

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WORCESTER TELEGRAM 4/18/31

Commercial Motives in Boston Mixup Denounced

McLaughlin, B. C. Alumni President, Subject of "Daily Dartmouth" Editorial—Alumni Interference Again Is Scored

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Purely Commercial

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WORCESTER TELEGRAM 4/18/31

Through the Sport Lens

By ROY MUMPTON

Plenty of News

The opening of baseball's major league pennant chases, festooned with all the gala getaway features, seasoned old veterans, proven stars and promising kids, was generally expected to monopolize the sport columns this week.

But with Jack Dempsey and Estelle Taylor ready to carry their troubles to the divorce courts, Mrs. Tyrus R. Cobb suddenly discovering that the Georgia Peach is a cruel husband, Ed Strangler Lewis headlocking the wrestling championship away from young Don George, a new boxing war looming as the result of Primo Carnera's return to the good graces of the New York State Athletic commission and the pretty girl swimmers splashing after national titles in New York, a fellow almost has to search through the want ads these days to find the box scores.

Even the Boston Braves' great start in their concerted effort to get Bill McKechnie take them somewhere this season, Chuck Klein's three homers, and the daffy fielding of Mr. Babe Herman, who is one of the weirdest fly-catchers of Uncle Wilbert Robinson's buffoons of Brooklyn, has failed to give baseball free reign in the newsprints.

These things are all very interesting, particularly the strange sight of seeing a Boston baseball club perched atop one of the standings columns. But there are other items craving for a share of the sportsman's attention.

Among them, Mayor Curley's recent refusal to issue a permit for the use of the Harvard stadium for the much-anticipated intersectional football game between Dartmouth and Stanford next Nov. 28. Here in New England, this startling bit of news has created no small furore. The folks seem to have entirely overlooked the mad rush of the Braves in their haste to discuss this latest angle of football's "over-emphasis" question.

A Deplorable Act

Your correspondent wasn't going to say anything about Mayor Curley's move, chiefly because his thoughts on the matter were such that he deemed it advisable to keep them to himself. But so many letters, most of them in protest, but a few approving Mayor Curley's action, have flowed into this department's mail box the past couple of days, it might be well to mention a word or two about the unfortunate situation here.

It is an unfortunate situation. There is much cause for regrets that Boston, great football center that it is, thinks it hasn't room enough for two such outstanding contests as the Holy Cross-Boston College and Dartmouth-Stanford games on the same afternoon.

I may be wrong. But it is my contention that both this highly colorful intersectional tilt and the time-honored Jesuit college classic could be staged before packed houses, providing the day was clear and the rival teams came down to the finish of their seasons with records that presaged close competition and plenty of thrills.

The thousands of alumni and others who have followed the gridiron destinies of the Crusaders and Eagles in past years, wouldn't be very likely to desert this annual feature next November. Not if there was promise of a keen battle. And only a very, very few H. C.-B. C. games have failed to hold this promise.

The whole thing smacks of a commercialism that is deplorable. It is no secret that intercollegiate football, with its towering stadia, high-salaried coaches and scholarships to athletes, is a big business. But when the alumni of a college get civic officials to interfere in order to protect "their" interests, it appears to be carrying the thing a bit too far.

It is true, of course, that Holy Cross and Boston College, both Massachusetts colleges, have been meeting in annual gridiron battles at Boston for many years. Dartmouth, from New Hampshire, and Stanford, from the far coast, will be meeting in the East this fall for the first time. So Mayor Curley, acting for "home industry," frowned on the intersectional contest. This, despite the fact that there are legions of Dartmouth alumni in this section who are anxious to see the Big Green eleven in action against Pop Warner's famous creation and that when the contest was originally arranged, it is understood that it would be permitted in the Harvard stadium.

H. C. Wanted Game To Be Played Here

From a Worcester standpoint, the one bright part of the whole thing is that Holy Cross officials had no hand in it. Cleo A. O'Donnell, director of athletics, did not know of Mayor Curley's action until he had been informed by newspaper reporters, nor did he anticipate that any effort would be made to drive the Stanford-Dartmouth game out of Boston.

Mr. O'Donnell, together with Holy Cross undergraduates, alumni and Worcester folks, had hoped that the 1931 H. C.-B. C. game might be played at Fitton field. For some time efforts have been made to have this game played here on alternate years. This season, with the Dartmouth-Stanford game scheduled to hold sway in Boston, seemed the logical one to experiment. Only last week several Holy Cross alumni told me that they thought the game would be played here in November.

PORTLAND HERALD 4/18/31

Alumni Head Of B. C. Is Assailed

Dartmouth Paper, Out Today, Raps McLaughlin

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McLaughlin has assumed full responsibility for the suggestions that caused Mayor Curley to prevent the Dartmouth-Stanford game from conflicting with the Boston College-Holy Cross contest which had closed the football season in Boston for many years. The editorial denounces commercialization in intercollegiate sport and sharply criticizes alumni interference.

"When it comes," the student editorial says, "to a case of the president of an alumni association slipping up to the mayor of a city and demanding that the mayor forbid any competition in the gate receipt industry, and when, the mayor for one reason or another, accedes to this request, we object as strenuously as we possibly can.

"The dabbling of alumni in undergraduate concerns is bad enough, but coupled with that is this brazen admission that the motives are purely commercial. Neither Dartmouth nor Stanford are situated in Massachusetts. Holy Cross and Boston College both are, therefore, patronize the neighborhood football games. Give them the monopoly, regardless that an intersectional game would mean no skin off the favored colleges' noses, regardless of the fact that this game would be one of the big events of the year, or that few Dartmouth students would be able to see the game if it is refused by Boston.

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LOWELL OPTIC 4/18/31

ELY JUST A GIGOLO GOV. --FEARS J. M. CURLEY FOR GOVERNOR IN '32 ELY JUST A GIGOLO!

Gov. Ely Tosses Consistency to the Winds on Lowell Bill. — Says He's Man of No Fear, Yet He Was Afraid of a Curley Boom for Governor.—But Braden Isn't Worrying.—Will Invite Gov. to His Inaugural January 6th, 1932.

Consistency Thou Art a Jewel!

After his action on the Lowell bill, His Excellency Gov. Ely should get in touch with this little proverb, study it over carefully, and if he is capable of digesting it, will look less foolish in the future when coping with business of state. At present he is the laughing stock of Republican legislators. He has knocked the bottom out of the main portion of his inaugural address, and by his inconsistency has provided a more or less hostile legislature with sufficient ammunition to retaliate back when his Excellency tries to expound some new doctrine on them. From now on he must be considered by them as "Just a Gigolo."

His Excellency never looked more foolish than when he gave as the reason for vetoing the Lowell bill, was that the city should adopt a pay-as-you-go policy. Yet he would have the state disrupt that policy to suit his own desires. And right here was where he violated all of the rules of consistency. He must have a "Jester" down there to make such a remark. Even Andy Barrett could think up a better alibi than that.

When His Excellency failed to sign this bill he vetoed a little statement that he made at the Lowell Chamber of Commerce recently, that he was a "Man of no fear." Well maybe he still is, and maybe he can place his veto act under the classification of extreme caution. His Excellency knows that Jim Curley may run for governor. He knew that Bruin and the boys would form a Curley for governor club if he didn't veto the measure. And for the same reason he signed a similar bill for Pat Duane, the Democratic mayor of Waltham. Had he acted otherwise Curley would have got a good booming in these two cities.

So His Excellency probably said to himself: "Though I am a man of no fear, I'll also be a man of caution because I want to win that renomination in '32." So the dickens with consistency and out went the Lowell bill.

But just to show that we don't feel so badly about it, we'll have Mayor Braden invite the governor to his inaugural in 1932.

The Hon. James M. Curley, Mayor of Boston, save the city for the Democrats when he refused to let the great intersectional game between Dartmouth and Sanford be played in Boston on a date that will also house the Holy Cross-Boston college annual classic. While this action surely protects the Democrats, it is sure going to hurt Boston bootleggers and hotel proprietors as the Racoon Boys from Dartmouth sure lap up the suds like no other college in the western hemisphere.

While it appears a shame to deprive Boston of this classic, the sons of Democracy must be protected. However the thing might be ironed out by playing the game a week later in the Hub, or the first week in December. It might be a little colder, but as the stadium can always be heated with booze it should not be too bad. And the Californians would be able to get back to the coast in time to hang up their Xmas sock and thaw out for St. Nick's annual arrival.

Massachusetts needs a salwart man like Jim Curley on the ticket next fall if Massachusetts is to give her electoral vote to the Democratic presidential nominee in '32. And when Curley goes into the fight Gov. Ely will be just a gigolo.

LOWELL OPTIC 4/18/31

Curley, The Sturdy

Boston Mayor Believes in Protecting Local Industry By Barring Stanford-Dartmouth Game in Classic Boston.—How About Boyle's 30 Acres?

The stanch old Republican principle of protection of home industries was introduced into the amateur sport of college football when Mayor James M. Curley of Boston, refused a couple of outsiders, Dartmouth and Stanford, permission to play at Harvard on November 28.

Mayor Curley frankly stated that such a contest would, undoubtedly, reduce the gate receipts of the game to be played on that date by Boston college and Holy Cross.

Furthermore, to prove that his action is purely economic, His Honor added that if the invaders attempted to move the struggle up a week and conflict with the Harvard-Yale game, he will also rally to the defense of the Eli-Johnny finances, and refuse to issue a permit.

Dartmouth, located in the hills of Hanover, N. H., and Stanford, which will cross at the mountains from here to Palo Alto on the peninsula below 'Frisco, are now arranging to transfer their meeting to Chicago or Philadelphia.

Such civic earnestness not only introduces a new and disturbing element into football but has, undoubtedly, brought no end of chagrin to numerous important academic personages. This contest, the second of a home-and-home series, was personally arranged for Dartmouth by President Ernest Hopkins, one of the gentlemen most interested in deflating football.

It was conceived as an affair between two social schools; and Bill Bingham, of Harvard, emphasized this phase by offering the use of the Stadium.

All that happened two years ago; but it seems that only last week Edward A. McLaughlin, president of the B. C. Alumni association, had his attention called to the fact that the traditional rights of the BC-HC classic were being infringed upon.

How about pulling this classic off at Boyle's 30 Acres.

LIGHT WHINES & CHEERS

If the city employees' wages are to be reduced they can blame Gov. Ely. New Bedford took a 7 per cent cut last week. Gov. Ely is sure making quite a Republican governor as far as the working man is concerned.

—o—

Gov. Ely is taking care of all Dave Walsh's friends and he's giving Jim Curley the foot.

—o—

They say if Curley runs for governor, Gov. Ely will retire. He might just as well. Curley would wallop him for a goal.

—o—

Fiztgerald would have licked Ely easily if he stayed in the fight. He almost beat him anyway on the flat of his back. And what will the fighting Curley do to Ely.

With Curley & Fitzgerald teamed up in '32 with Curley as governor backed probably by Frank Allen and Alvan Fuller how can the gent from the sticks win. He don't have the Irish flag of sympathy wrapped around him in '32.

In order that the Governor can continue to boast that he is a man of no fear, he is doing everything to keep Mayor Curley out of the governor fight in '32.

DORCHESTER NEWS 4/3/31

BETTER WATCH TAXES

The ambitious plans of Governor Ely to cut loose and spend millions upon millions of the State funds for projects, for the purpose of stimulating employment, has been curbed considerably by the legislature, many of the legislators feeling that the carrying out of the scheme would not serve any practical purpose and would, in effect, be a waste of money and result in increased taxes that are unwarranted at the present time.

The legislature also has curtailed some of the expenditures which Mayor Curley hoped to make in the aid of the unemployment situation. The idea seems to be to keep taxes down somewhere near the present level, and we believe that the taxpayer, at least, who is now already overburdened will be grateful that such action has been taken.

Money that is spent has to be made up somewhere and the bill always comes back to the taxpayer.

SPRINGFIELD UNION 4/18/31 WORCESTER TELEGRAM 4/19/31

DARTMOUTH RAPS BOSTON COLLEGE ALUMNI OFFICIAL

Student Paper Denounces McLaughlin, Who Says He Asked That Stanford Game Be Barred.

COMMERCIAL MOVE IS TERMED "BRAZEN"

Shown in "Most Despicable Form" in Granting of Monopoly, Declares Editorial.

HANOVER, N. H., April 17—(AP) The Daily Dartmouth, student publication, which assailed Mayor James M. Curley of Boston for his refusal to permit Harvard to lend its stadium for the Dartmouth-Stanford football game next Nov. 28, will comment editorially upon Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, in tomorrow's issue.

McLaughlin has assumed full responsibility for the suggestions that caused Mayor Curley to prevent the Dartmouth-Stanford game from conflicting with the Boston College-Holy Cross contest which has closed the football season in Boston for many years. The editorial denounces commercialization in intercollegiate sport and sharply criticizes alumni interference.

Object Strenuously.

"When it comes," the student editorial says, "to a case of the president of an alumni association slipping up to the mayor of a city and demanding that the mayor forbid any competition in the gate receipt industry, and when, the mayor for one reason or another, accedes to this request, we object as strenuously as we possibly can.

"The dabbling of alumni in undergraduate concerns is bad enough, but coupled with that is this brazen admission that the motives are purely commercial. Neither Dartmouth nor Stanford are situated in Massachusetts. Holy Cross and Boston College are. Therefore, patronize the neighborhood football games. Give them the monopoly, regardless that an intersectional game would mean no skin off the favored colleges' noses, regardless of the fact that this game would be one of the big events of the year, or that few Dartmouth students would be able to see the game if it is refused by Boston.

"This is commercialization in its most despicable form and we trace the muddy footprints back and lay the mewling offspring of American intercollegiate sport at the door of the wild-eyed football public in general and the Boston College Alumni Association in particular."

ECHOES FROM THE State Capitol

By Telegram
State House Reporter

LOUIS A. WEBSTER
Blackstone

Rep. Louis A. Webster of Blackstone is one of those busy little fellows who is here, there and everywhere. It is estimated that he wears out 20 pairs of shoes each session going from office to office and corridor to corridor to do the many things his constituents request him to do. Mr. Webster doesn't always win his battles, but at least he tries. His especial interest is anything that pertains to Massachusetts Agricultural college, or as one should say now, the Massachusetts State college, for it is his alma mater and he's proud of the lessons he learned there.

Governor Ely's easy swing at the pitch delivered by Former Gov. Frank G. Allen at the baseball opening the other day turned attention to the physical condition of men in public life. The governor has the grace and carriage of a natural born athlete, and wasn't a bit clumsy at the bat, even though it appears his principal athletic activity was in the cheering squad at Williams.

Former Governor Allen always seems in perfect physical condition. It is said that he keeps in shape by frequent resort to the handball court. He is a player of skill, speed and stamina. Governor Ely's principal diversion is walking, and he often strolls at night around the Charles river. Lieut. Gov. William S. Youngman is devoted to horseback riding.

"But take Mayor Curley of Boston," said a man who keeps tabs on the physical ability of public men. "One would think to look at him he would be an excellent athlete. He has the build and appears strong and husky. Yet I know of no sport in which he is expert. His principal diversion is golf.

"Some years ago," he continued, Mayor Curley was at bat at the opening of a league season. But he didn't hit the ball like Governor Ely. He took three futile swings. If I remember correctly, the late General Edwards was catching. "Why don't you hit?" he asked. "I never had an opportunity to play baseball. I had to work," was the reply of Mayor Curley, or at least it was something like that. "Sure," said General Edwards, "but look at Babe Ruth. He was brought up in a home and he hits them all over the lot."

Every now and then some scribe puts on paper the sad news that baseball is passing as a national sport. But what a grip it must have on the people when the entire law-making machinery of a state will go to work earlier and rush business just to attend the ball game—and not because they have a free pass, particularly, but because they like the sport. That's just what happened Tuesday when the season opened.

It will be 297 years on May 14 since the first House of Representatives met in this state. Yet it's still going strong.

Dennis H. Haverty of Worcester, the hustling department adjutant of the American Legion, smiles every time the membership increases. Perhaps the jump from 29,264 a year ago to 31,511 this year accounts for the perpetual smile he wears.

Richard R. Flynn, Winthrop, commissioner of state aid and pensions, has the long distance record for being on the job. He has not lost a minute from his job on account of sickness for 21 years. That covers five years as deputy commissioner and 16 years as the head of the department. And every service man in the state knows him or about him.

No one can deny that the Boston police department is a reasonable department. The motor vehicle policemen who roll around the city in machines of a well-known make have the city seal prominently displayed on the sides of the vehicle. Burglars, bandits and other criminals can't complain that they didn't know the police were around.

Massachusetts has 292 registered public and private hospitals with a total bed capacity of 49,820, according to statistics at the State House.

If you like mathematics figure out this one. There are 50 checks in the ordinary pocket checkbook. It took 800,000 checks to pay the 14,000 permanent employes of the state during the past two years. How many checkbooks is that?

Mayor Ashley of New Bedford is one of the best known chief executives in the state because he has served so many years. He smokes 20 cigars a day even though he is 73 years old. The mayor says he never suffered any ill effects from smoking.

Nowadays if a man serves Massachusetts as governor for more than four years it is considered an exceptionally long reign. But Levi Lincoln served

CONTINUED

CHICAGO TRIBUNE 4/19/31

Boston Mayor Visits in Chicago

Left to right: Mary Curley, daughter; Mayor James M. Curley of Boston; his son, Leo, and Mr. and Mrs. John B. Bremner, mayor's host and hostess, at La Salle street station. [TRIBUNE Photo.]

Inspects Streets

Mayor James M. Curley of Boston, who has been elected to that office three times, arrived in Chicago yesterday on the Twentieth Century Limited, to be the guest of Mr. and Mrs. John B. Bremner, 603 Stratford place, old family friends. While here he will inspect the city's boulevard system with a view to planning an elevated highway for Boston.

"Chicago is to be congratulated on the results of the mayoralty election," said Mayor Curley on his arrival. "Changes of administration usually bring improvements. I had been told in Boston that Mayor Cermak would win by 200,000, so that the election was no surprise to me. I am a Democrat, although I was elected as a nonpartisan."

Mayor Curley scored Gov. Emmerson's action in vetoing the Illinois prohibition repeal bill. "A governor should follow the expressed will of the people," he commented.

James M. Curley Jr., who recently died, was engaged to Miss Loretta Bremner, daughter of the mayor's hosts. Miss Mary Curley, the Boston mayor's daughter and a classmate of Miss Bremner, has been a guest in the Bremner home for several days.

Accompanying Mayor Curley were Edward L. Dolan, city treasurer of Boston; Col. Thomas J. Johnson, official city greeter; Leo, son of Mayor Curley, and Walter Quinn, business associate of Treasurer Dolan.

CONTINUED

SPRINGFIELD UNION 4/19/31

Partisanship has doubtless actuated many of the members, particularly in the lower branch. The pay-as-you-go policy has become a fetish. It has practically destroyed Gov Ely's program to relieve unemployment and so delayed the various major appropriation bills that the season is so well advanced that it may be two months before some of the building construction contracts are under way. Had the Republicans who adhere so strictly to their policy been a little more far-sighted and a little less partisan, some of these contracts would be awarded now, and numbers of workmen would be employed who now are either working on a hit-or-miss program or not at all.

Delay In Unemployment Program

If the public can understand that this delay in the unemployment relief program is due to this financial policy and to politics, they may be able to understand better the arguments that will be advanced when the 1932 gubernatorial campaign gets under way. Gov Ely, if he is a candidate for re-election, can truthfully say that he tried to do something to help conditions, but was blocked by the Republican members of the Legislature in the majority. The Republicans will "point with pride," no doubt, to the fact that their adherence to the pay-as-you-go policy kept down expenditures and taxes, but to do this successfully they will have to ask the voters to forget that the outlay of money to help the unemployed is reflected in those taxes. They may try to place the responsibility for the boost in taxes that is sure to come on the Democratic governor and meet with some success. But to the thinking person, it ought to be self-evident that taxes are bound to be imposed whether the money is laid out now on permanent public improve-

NANTUCKET INQUIRER 4/18/31

Passing of Adams House.

The old Adams House in Boston is at last being torn down, the work actually starting this week, Mayor Curley striking the first blow. A $2,000,000 theatre is to be erected on the premises by the Paramount interests. When the work of razing the building was started Mayor Curley suggested that the building wreckers save the wood-work of the room occupied by Calvin Coolidge while he was Governor of Massachusetts and sell it in small pieces as souvenirs. He says the country is full of relic hunters who are crazy to get hold of such souvenirs.

SPRINGFIELD NEWS 4/21/31

MAYOR DUE BACK FROM CHICAGO TODAY

Chicago, April 21 — Mayor James M. Curley of Boston left Chicago for Boston yesterday after a three-day unofficial visit with friends here. He will arrive in Boston this morning. Accompanying him were his son and daughter, Leo and Mary, Thomas J. A. Johnson, City Treasurer Edward L. Dolan and Walter Quinn, Boston banker.

At the train to bid the mayor goodbye among some 15 friends and his hosts. Mr and Mrs John B. Bremner of this city, was "Big Bill" Thompson, ex-mayor of Chicago, who was defeated last month by Mayor A. J. Cermak.

SALEM NEWS 4/22/31

Curley Suggests Stanford Game Be Played on Sunday

Boston, April 2 (AP)—Mayor James M. Curley of Boston was prepared today to meet Edward A. McLaughlin, president of the Boston College Alumni association, and Harry R. Heneage, Dartmouth graduate manager of Athletics, in an effort to fix a date agreeable to all concerned for the Dartmouth Stanford football game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on November 28 next because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later took responsibility for asking Mayor Curley to make the decision.

The mayor called McLaughlin and Heneage to a conference at City hall today or tomorrow to confer on some date other than November 28. He called attention to the fact that the law permits Sunday sports and that a football game could be played Sunday starting at 1.30. It was not determined whether either Dartmouth or Stanford would be agreeable to a game on Sunday, Nov. 29.

SPRINGFIELD UNION 4/22/31

Youngman 'Amuses' Mayor of Boston

Speaks "Like Disciple of Don Quixote" in Referring to Governorship, He Says.

BOSTON, April 21—When Mayor Curley arrived in City Hall today from his visit to Chicago his attention was called to the speech of Lieut.-Gov. Youngman at Worcester in which he had declared that his opponent for Governor in 1932 would be Mr. Curley and that he would easily defeat him at the polls. The Mayor dictated the following comment:

"Youngman again speaks like a disciple of Don Quixote. His previous political utterances, namely, that he proposed to act as dictator of the Republican party in Massachusetts, is no less amusing than his latest contribution."

The Mayor made no mention of his reported gubernatorial aspirations, but felt highly amused at what Mr. Youngman had said.

WAKEFIELD ITEM 4/22/31

Other Editors Say

THE SHRINKING OF THE ARMY

Mayor Curley of Boston recently called attention to the fact that there are less than 200 regular army soldiers in and around Boston. It is the first time since the days of Washington when so few regular soldiers were to be found in and about the largest city in New England. The 200 the mayor of Boston refers to embrace clerks at the Army Base, caretakers at the several forts and other special duty men.

A recent report of the inspector general of the Army shows the Army garrisons as being "dangerously weak." It indicates that unless the civilian authorities are less parsimonious it will not be long before the Army sinks back to its low pre-war level.

Calvin Coolidge recently wrote: "In spite of all our other precautions, the peace we enjoy still has in it a large measure of preparation for national defense. No self-respecting people desiring to live under a reign of law at home and abroad can afford to neglect their Army."

Today the Army is not large enough to carry on one of its important duties which is that of providing instructors for the civilian components of our military forces. Curtailment of Army personnel attached to the National Guard, the Officers Reserve Corps, the various units of the Reserve Officers Training Corps, the Citizens Military Training Camps, is going on all the time. These duties make such a demand upon the regular forces that Army units everywhere are left without sufficient men to carry on their training schedule.

Something must be done about it very soon. A very large number of our leading citizens have criticized the Hoover administration severely because it has permitted the Army to shrink to a condition where it is no longer able to function properly.—Portland Press Herald.

CONTINUED
WORCESTER TELEGRAM 4/19/31

SPRINGFIELD UNION 4/19/31

Our Beacon Hill Observer— State Affairs and Politics

Insurgent Group Causing Trouble in the House For Republicans

From Our Special Reporter

Boston, April 18—President Gaspar G. Bacon of the Senate, speaking at Springfield Thursday night, deplored certain conditions existing in the present Legislature, whereby 25 insurgents or recalcitrants are making it difficult for the dominating party.

Late last year, before the Legislature convened, The Republican carried news of an attempt to organize an insurgent group in the House of Representatives which would hold the balance of power. The news at that time was repudiated by those said to be behind the movement, but these very legislators are the ones who during this session have been making life particularly difficult at the State House for the Republican leaders, chiefly those in the House. They have shown an independence of thought and action that is truly alarming in the eyes of their party leaders. Not only are some Republicans refusing to follow their leaders, but there are several Democrats who have kicked over the traces at times. But it is the Republican insurgents who are really raising the havoc.

House Leaders Often Defeated

Time and time again during this session, the House, by majority vote, has taken a course contrary to that pointed out by the leaders. The ways and means committee has been upset so many times that this action has come to be accepted as common practice. This week again saw the majority leader and whip of the Republicans in the House voting one way, and the Republican ways and means committee members voting another. Truly, leadership has become a myth in the lower branch.

It was also predicted in this letter before the session opened that the Republican party would suffer through poor leadership in the House. This has come to pass beyond doubt. It is not the fault of Speaker Leverett Saltonstall himself, although he may be blamed for failure to choose as his lieutenants men who have capacity to lead. Perhaps he has chosen the best that could be had, but it does not seem so. It is not difficult to think of several House Republicans who could do a much better job than is being done.

It is interesting to watch these leaders talk things over after taking a licking. One of them, who is more a self-appointed leader than an official one, has a habit of going into the House clerk's office after a roll-call defeat and studying the way the members voted. Whether he has reprisals in mind or is merely studying to find out the members upon whom he ought to exert his leadership qualifications is something that he only knows. It ments or in unemployment doles. It ought to be self-evident, also, that money paid out for permanent public improvements gives the public something in return that is lasting, while that paid out for doles gives only momentary relief that is not beneficial to the entire populace.

Curley's One-Cent Bill

The Legislature still faces the bill sponsored by Mayor James M. Curley to pay one cent more of the gasoline tax to the cities and towns to help them meet their increased expenses of this year. Not only would this destroy the public works highway program to a large extent, but it would be presenting to local governments the opportunity to increase their costs; in other words, instead of making retrenchment necessary, it would offer a way out for them to continue large expenditures, and the public would foot the additional bill in the long run.

Mayor Curley isn't the same man he used to be, in so far as public utterances are concerned. He has been making periodical mistakes ever since the issue he raised against Gov Ely during the last Democratic primary campaign. His latest was the charge that the candidacy of a certain man for sheriff of Suffolk county in the last campaign was supported by bootleggers. The trouble with the more recent Curley seems to be that he has surrounded himself with a lot of "yes men" who agree with everything and anything he advances, laugh at his sallies, and applaud all that advocates. He might do well to provide himself with a man who would be his "severest critic."

isn't such a bad idea at that; the governor's executive staff has to do the same work after each roll call. But it is usually a pleasure in the executive department, because the Democratic governor and his Democratic staff must derive some pleasure in noting the number of Republicans who vote for Democratic measures day after day. Conversely, it must be galling for the Republican leaders to note the number of their own party who do this.

Bacon Holds Whip Hand in Senate

In the upper chamber, President Bacon seems to hold the whip hand at all times. He dominates the Senate. The Senate this year has been simply a "yes body" to Gaspar Bacon's ideas. Debate in the Senate, which a decade or more ago, according to observers, used to be quite worthwhile, has deteriorated. The members who are able to express themselves well stick to their chairs and keep mum except for an occasional negative vote when a pet measure is up for action.

Progressive Measures Killed

Anything that savors of progress has been killed on voice vote by the Senate this year, after the House has given its approval. The Senate has acted as the damper and so well has this become known and accepted that Democratic House members have been accused of fighting for and substituting progressive or radical measures for the sake of their appeal to the populace, well knowing that the Senate could be depended upon to prevent them from being placed before the governor and thereby causing him embarrassment.

CONTINUED

In that capacity for nine years at one stretch. That was from 1825 to 1834.

Speaking of governors, did you know that one of the requirements to occupy the chief executive's office is to be a resident of Massachusetts at least seven years before election day?

The Hall of Flags at the State House has one of the largest collections of Civil War flags in the country. There are 311 such banners in the glass cases around its sides.

RUTLAND HERALD 4/20/31

37 U. S. MAYORS TO BE FRANCE'S GUESTS

Costes' and Bellonte's Hosts on Good-Will Flight Invited to Exposition.

WILL SAIL MAY 15

NEW YORK, April 19 (AP).—First citizens of 37 American cities, hosts to Dieudonne Costes and Maurice Bellonte on their good-will tour of the United States, have been invited to be guests of France for the opening of the International Colonial and Overseas Possession exposition in Paris.

Mayors and their wives were invited to sail from New York May 15 and return five weeks later. Included on the invitation list were the mayors of New York, Chicago, Boston, Los Angeles and San Francisco.

"As Costes and Bellonte visited the biggest cities in the country," said Rene Racover, supervisor of the transatlantic flight of the "Question Mark" last September, "so we are having the biggest cities make the return visit to France. The flight of the intrepid Frenchmen did much to cement the friendship of our peoples, but no gesture of good-will should be allowed to die."

To Open American Exhibit.

The mayors will formally open the $250,000 American exhibit, a full-size reproduction of George Washington's home at Mt. Vernon.

All of the mayors, Racover said, have been told of the plan and the majority have signified their intention of accepting the invitation. The mayors and their wives to whom official invitations have been sent include:

James J. Walker, New York city; Anton J. Cermak, Chicago; Harry A. Mackey, Philadelphia; John C. Porter, Los Angeles; John D. Marshall, Cleveland; Victor J. Miller, St. Louis; William F. Broening, Baltimore; James Michael Curley, Boston; Angelo J. Rossi, San Francisco; Daniel W. Hoan, Milwaukee; R. B. Marvin, Syracuse, N. Y., and Walter E. Batterson, Hartford, Conn.

Worcester Gazette 4/20/31

FAIL IN ECHOES OF YOUNGMAN

Political Bigwigs in Pose of Little Interested in Lieutenant Governor's Forecast of Succeeding Ely

ELEMENT OF MYSTERY IS SHOT AT CURLEY

Apparently the political panjandrums refuse to take seriously the prediction of Lieut. Gov. William S. Youngman that he would have and defeat James Michael Curley as an opponent for the governorship next year.

His statement to that effect was made here Saturday night, at the dinner of the John Ericsson Republican Club of Massachusetts. Only one of the three Boston newspapers coming into Worcester yesterday carried the story, and that had only two paragraphs.

Mayor Curley is in Chicago, unavailable today for comment. Just why the lieutenant governor should pick Curley as an opponent is anybody's guess. It would seem as if his "dope" had gone wrong somewhere, for the panizzaries of the political world have all predicted recently that Governor Ely would be a candidate for a second term.

Of course, Youngman doubtless will be a Republican candidate. Since he pre-empted the position of titular head of the party last fall, he has proclaimed that he would lead the G. O. P. to victory and be governor in 1932. It is well known that in certain circles, he does not fit as well as some others might, and there are some who have been unkind enough to hope that he does run in 1932, predicting his defeat by a strong Democrat.

But why pick Curley? Last fall in the midst of the Ely campaign, Curley made his now famous pronouncement calling into the fight the specter of racial lines. He was promptly shouted down, denounced and otherwise scoffed at, and at that time, his political sun appeared to have definitely set. But James Michael Curley has dipped below the horizon before, only to come back stronger than ever.

He has had, from time to time, gubernatorial aspirations, and there was a time, not many moons ago, when the story was going the rounds that he had a deal fixed up with Frank G. Allen, then governor, to help re-elect him for a second term, and to be a candidate himself two years hence, with Allen dropping out of the picture. With the defeat of Allen last fall, however, and the election of Ely, the deal blew up, if it ever existed, and it is hardly credible that Curley would have the colossal conceit to believe he could be a candidate against the present governor and defeat him.

He thought he could take Alvan T. Fuller into camp in 1924, but missed it by a margin of more than 160,000 votes. Whether or not, if he were running against Youngman, the 1924 catatrophe would be repeated, is another question.

Youngman, a political "go-getter," has had a popular appeal matched by few in recent years. His strength is recognized, and is not to be taken lightly. However, it is a "Youngman for Youngman" organization, and is kept together by its leader being a politician nights, Sundays and holidays. He built it himself and is maintaining it himself, with little or no outside aid. He crashed the gate in the lieutenant-governor's race four years ago, made good, and has been everlastingly at it ever since, pointing toward the chief executive's chair when the opportunity seemed ripe. He would have been a candidate last fall but for the fact that Allen chose to run again. Whether or not he could have defeated Ely is problematical. He claims he could, in private, but that is water over the dam, and nobody can tell whether or not he could.

There are many hide-bound Republicans who vow and declare they will not vote for him if he ever runs for governor, but on the other hand there are thousands of the "men in the street" who think he is everything to be desired. His hand-shaking policy, his personal letter game, all have endeared him to those voters who appreciate such things, and it would be on these votes that he would ride in, if it came to a show-down.

Worcester Post 4/23/31

Controversy over banning of the Dartmouth-Stanford football game at the Harvard Stadium on Nov. 28, the same date as the Holy Cross-Boston College annual grid classic, which smouldered the past few days following the initial outburst when Mayor James M. Curley tossed his bombshell into the ranks of the two colleges, has flared up anew.

Conference

Marked by a proposal that the Dartmouth and Boston College officials confer with Mayor Curley on a new date and a scathing editorial in the Harvard Crimson, the furore over Mayor Curley's action has started again.

A proposal that the game between the Green and the Coast eleven be staged at the Harvard Stadium on Sunday, Nov. 29, was made by the Boston chief executive but it is hardly likely to bear fruit.

Meanwhile Holy Cross, sitting outside the circle of the persons involved in the controversy, continues to remain aloof from all arguments and offers no further comment on the situation. The Holy Cross attitude has always been that the site of the game never was definitely decided and that the action of Mayor Curley was at the behest of a Boston College alumni head who was not acting in any capacity for Holy Cross.

Cleo A. O'Donnell, athletic director at Holy Cross, interviewed today, continued to withhold comment on the situation and said that the time had not come for any statement. No plans had been made up to press time to attend the proposed conference at Boston today or tomorrow.

Mayor Curley started the fireworks when he refused permission for the game at Harvard Stadium, which is located in Boston territory and comes under the jurisdiction of the Boston authorities. Recently there has been a sentiment seeking a conference and this seems likely to bring a compromise. Mayor Curley returned yesterday from Chicago and offered the Sunday date as a possible solution. It was also suggested that the Sunday date might be taken by the Jesuit colleges and the game staged at the Harvard Stadium.

Holy Cross has been an outsider in the controversy. Mayor Curley's original ban came as a surprise to the college officials and they have been slow to comment on the situation from the start. The officials have taken the attitude from early in the year that the date and site of the game has not been definitely decided despite the fact that the Boston College announcements have been that the game would be played on the usual date at Boston. Holy Cross fans have hoped since the announcement of the conflict of games that the result would be the staging of the game in Worcester for the first time since the present series started. One of the alternatives now leaves the way open to bring the game here on Thanksgiving Day.

Harvard has done nothing, for the whole matter rests with the mayor. A suggestion was made last week that Dartmouth and Stanford might play on Sunday, Nov. 29, and Harvard passed this suggestion to Dartmouth. This apparently was ruled out, as was the proposal that the contest be shifted to Thanksgiving.

Harvard Editorial

The Harvard Crimson, reopening publication since the spring recess, yesterday said in part in its editorial columns:

"The latest chapter in the commercialization of the great American autumnal industry was written last week when municipal authority was called upon to insure a profitable football show next fall between Boston College and Holy Cross. Mayor Curley's action in refusing a license permitting the Dartmouth and Stanford football teams to play in the Soldiers' Field stadium on November 28 is not only a wholly unreasonable interference with the athletic functions of several institutions but an extremely dangerous precedent for the future.

"Undoubtedly the blame must be laid at the door of the Boston College Athletic Association, although Director John P. Curley has attempted to pass the onus onto the shoulders of the Boston College Alumni Association. It is also true that some criticism might be made of the Dartmouth and Stanford officials for seeking the stadium for their game. The desire to hold the contest in Cambridge does not arise purely from a desire to satisfy graduates. The small seating capacity of the stands at Hanover undoubtedly bears considerable weight.

"The position of Boston College in the intercollegiate world will be seriously weakened from the wooded hills of Hanover to the sunny shores of California. It will be known as the first college which has sought a protective tariff for its golden goose of the gridiron. It is not yet too late for the college on the Heights to retire in comparatively good grace by urging Boston's mayor to reconsider the ill-advised veto."

4/22/31
LAWRENCE TELEGRAM

Stanford-Green May Play Sunday

BOSTON, April 22, (UP)—Mayor James M. Curley has suggested that the Dartmouth-Stanford football game, originally scheduled for Harvard stadium November 28—the date of the traditional Boston College-Holy Cross game here be played Sunday, November 29.

Curley refused to grant a license for the Dartmouth-Stanford game November 28, contending that it was unfair to Boston College and Holy Cross, who have been meeting on the last Saturday in November for many years.

Though Cleveland and other cities have been under consideration as alternative sites for the intersectional contest, Dartmouth authorities are admittedly anxious to stage the game here if some satisfactory settlement can be reached.

In advancing the suggestion that the game be played Sunday, Curley promised to exert his influence toward assuring that a ladge crowd would attend.

Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, who objected to playing of the Dartmouth-Stanford game on the same day as the Boston College-Holy Cross game, was expected to confer with Curley today. Harry R. Heneage, supervisor of athletics at Dartmouth, also was expected to confer with the mayor.

The Harvard Crimson, undergraduate daily, charged editorially yesterday that the Boston College Athletic Association, and not the B. C. Alumni Association, was behind the movement to deny Dartmouth and Stanford the use of Harvard stadium, November 28.

4/22/31
NORTH ADAMS TRANSCRIPT

CONSIDER ANOTHER DATE FOR CONTEST

Mayor Curley Meets Alumni Heads of Dartmouth and Boston College Today.

Boston, April 22—(A.P.)—Mayor James M. Curley of Boston was prepared today to meet Edward A. McLaughlin, president of the Boston College Alumni Association, and Harry R. Heneage, Dartmouth graduate manager of athletics, in an effort to fix a date agreeable to all concerned for the Dartmouth-Stanford football game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on November 28 next because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later took responsibility for asking Mayor Curley to make the decision.

The mayor called McLaughlin and Heneage to a conference at city hall today or tomorrow to confer on some date other than November 28. He called attention to the fact that the law permits Sunday sports and that a football game could be played on Sunday, starting at 1:30. It was not determined whether either Dartmouth or Stanford would be agreeable to a game on Sunday, Nov. 29.

4/22/31
NORTH ADAMS TRANSCRIPT

PLUNKETT AND BRAY GUESTS OF CURLEY

Boston's Mayor Takes Senators to Game Today

State Senators Albert C. Bray of Buckland and T. R. Plunkett of Adams were scheduled to be guests of Mayor James M. Curley of Boston at the baseball game in Fenway Park, Boston, this afternoon between the New York Yankees and the Boston Red Sox which will mark the opening of the American league's 1931 season in the Hub.

Brockton Enterprise 4/22/31

DARTMOUTH-STANFORD BATTLE MAY BE STAGED AT STADIUM

Mayor Curley Suggests Way Out of Tangle--- Would Put on Game Sunday, November 29 ---Day After Boston College-Holy Cross Game.

Boston, April 22.—(UP)—Mayor James M. Curley has suggested that the Dartmouth-Stanford football game, originally scheduled for Harvard stadium Nov. 28—the date of the traditional Boston College-Holy Cross game here—be played Sunday, Nov. 29.

Curley refused to grant a license for the Dartmouth-Stanford game Nov. 28, contending it was unfair to Boston College and Holy Cross, who have been meeting on the last Saturday in November for many years.

Though Cleveland and other cities have been under consideration as alternative sites for the sectional contest, Dartmouth authorities are admittedly anxious to stage the game here, if some satisfactory settlement can be reached.

In advancing the suggestion that the game be played Sunday, Curley promised to exert his influence toward assuring that a large crowd would attend.

Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, who objected to playing of the Dartmouth-Stanford game on the same day as the Boston College-Holy Cross game, was expected to confer with Curley to-day. Harry R. Heneage, supervisor of athletics at Dartmouth, also was was expected to confer with the mayor.

The Harvard Crimson, undergraduate daily, charged editorially yesterday that the Boston College Athletic Association, and not the B. C. Alumni Association, was behind the movement to deny Dartmouth and Stanford the use of Harvard stadium Nov. 28.

N. B. Mercury 4/22/31

REVIVES HOPES OF DARTMOUTH ALUMNI BODY

Curley to Hold Conference on Dartmouth-Stanford Game

Boston, April 21 (AP)—Mayor James M. Curley said tonight he expected Edward A. McLaughlin, president of the Boston College Alumni association, and Harry R. Heneage, Dartmouth graduate manager of athletics, to confer with him tomorrow or Thursday on the question of the Dartmouth-Stanford game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on November 28 next fall because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later issued a statement taking responsibility for asking Mayor Curley to make the decision. Calling of a conference at City Hall revived hopes among the strong Dartmouth alumni body here that the game would be played in the stadium after all.

Springfield Union 4/22/31

Curley Will Assist Needy in Future

Takes Out Life Policies to Provide $45,500,000 Fund in 200 Years.

BOSTON, April 21—(AP) Mayor James M. Curley today purchased life insurance policies that eventually—in about 200 years—will provide a fund of $45,548,527 for relief of improvished Bostonians.

Mayor Curley took out policies totalling $102,285, and upon his death the income will be shared by his children during their lives. After the death of the last child the money will be invested for 125 years. At the end of that time the principal, with 5 per cent compound interest will have reached the sum of $45,548,527. Each year thereafter the fund, at 4 per cent interest, will produce about $1,821,943, an amount sufficient to procide $20 a week to 1700 needy families.

In making public his action, Mayor Curley urged that other individuals and agencies supplement the fund with similar policies so that the poor in the future would not be dependent on taxation for aid.

Haverhill Gazette 4/22/31

TO CONFER ON DATE FOR BOSTON GAME

Dartmouth and B. C. Directors to Meet Curley

BOSTON (AP)—Mayor James M. Curley of Boston was prepared today to meet Edward A. McLaughlin, president of the Boston College Alumni association, and Harry R. Heneage, the Dartmouth graduate manager of athletics, in an effort to fix a date agreeable to all concerned for the Dartmouth-Stanford football game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on Nov. 28 next because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later took responsibility for asking Mayor Curley to make the decision.

Springfield Rep. 4/22/31

CURLEY REPLIES TO YOUNGMAN

From Our Special Reporter

Boston, April 21—Lieut-Gov. William S. Youngman's declaration at Worcester recently, in which he referred to Mayor James M. Curley of Boston as his opponent for governor in 1932, and that he would easily defeat Curley at the polls, brought from Mayor Curley today a reference to the lieutenant-governor as a "disciple of Don Quixote." This came upon Curley's return from Chicago and after the Youngman speech had been called to his attention. Curley's comment follows:—

"Youngman again speaks like a disciple of Don Quixote. His previous political utterances, namely, that he proposed to act as dictator of the Republican party in Massachusetts, is no less amusing than his latest contribution."

Worcester Tel. 4/22/31

YOUNGMAN SPEECH AMUSES CURLEY

Says Lieutenant Governor Is Don Quixote

By Telegram State House Reporter

BOSTON, April 21.—"Youngman again speaks like a disciple of Don Quixote. His previous political utterances, namely, that he proposed to act as dictator of the Republican party in Massachusetts is no less amusing than his latest contribution," thus spoke Mayor James M. Curley when he returned to Boston today from Chicago.

The mayor's remark was made when his attention was called to a recent Worcester speech of Lieut. Gov. William S. Youngman, in which he declared his opponent for governor in 1932 would be Mayor Curley and he would easily defeat him at the polls.

LOWELL SUN 4/22/31

Proposes Dartmouth-Stanford Football Battle on Sunday

BOSTON, Apr. 2 (AP)—Mayor James M. Curley of Boston was prepared today to meet Edward A. McLaughlin, president of the Boston College Alumni association, and Harry R. Heneage, Dartmouth graduate manager of athletics, in an effort to fix a date agreeable to all concerned for the Dartmouth-Stanford football game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on November 28 next because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later took responsibility for asking Mayor Curley to make the decision.

The mayor called McLaughlin and Heneage to a conference at city hall today or tomorrow to confer on some date other than November 28. He called attention to the fact that the law permits Sunday sports and that a football game could be played Sunday starting at 1.30. It was not determined whether either Dartmouth or Stanford would be agreeable to a game on Sunday, Nov. 29.

WORCESTER POST 4/20/31

Hotel Men Protest Mayor Curley's Ban On Football Game

Claim They Will Suffer if The Dartmouth-Stanford Game Goes Elsewhere

BOSTON, April 20—Mayor Curley's action cancelling the Dartmouth-Stanford football game, scheduled for Boston next fall, has been questioned by the Boston hotel men, by direction of Arthur L. Race, president of the City of Boston Hotel Men's Association.

The hotel men have registered disappointment and surprise at the mayor's step, especially in view of his apparent desire to improve business conditions.

They state that with two such major games in the city at one time, much added revenue would be circulated and that neither of the attractions would draw from the other. The hotel men's letter follows:

"Dear Mayor Curley:

"At a meeting of the executive committee of the City of Boston Hotel Association one of the subjects up for discussion was the possibility of having the Stanford-Dartmouth football game scheduled for Boston for next fall.

"I was directed to inform your honor that this association is unanimously in favor of the game being held here for many reasons, as it means considerable revenue to the hotel and business interests.

"May we hope for your cooperation and assistance in bringing this about.

"In our opinion, the fact that two major games would be played in Boston the same day would not affect the situation adversely as there are more than enough who would attend both games to tax the capacity of Fenway Park and the Stadium.

"In our opinion the city and the hotels need all the business possible to average up on some of the lean periods.

"Thanking you for your favorable consideration,

"Very truly yours,

"GEORGE H. CLARK,

"Secretary.

"City of Boston Hotel Association."

WORCESTER TEL. 4/22/31

CURLEY FORMS RELIEF ESTATE

Boston Mayor Buys Life Insurance to Go For Welfare

RISES TO MILLIONS

Fund Will Amount to $45,548,527 by Time It Is Available

BOSTON, April 21 (AP)—Mayor James M. Curley today purchased life insurance policies that eventually—in about 200 years—will provide a fund of $45,548,527 for relief of impoverished Bostonians.

Mayor Curley took out policies totalling $102,285, and upon his death the income will be shared by his children during their lives. After the death of the last child the money will be invested for 125 years. At the end of that time the principal, with five per cent compound interest will have reached the sum of $45,548,527.

Each year thereafter the fund, at four per cent interest, will produce about $1,821,943, an amount sufficient to provide $20 a week to 1700 needy families.

MALDEN NEWS 4/21/31

An Adams House Relic

BOSTON, Massachusetts, New England, and to some extent the rest of the country, are interested in the demolition of the old Adams House. That substantial hostelry has served in its day a vast army of patrons, who retain pleasant memories of it, but perhaps its chief title to fame is the fact that it was so often the Boston home of Calvin Coolidge. Whenever he was in this city as a member of the state government, and that was often between 1907 and 1921, he stopped at the Adams House. When he was Governor he lived there in a simple two room apartment with none of the elegance with which governors of other states have been known to surround themselves. While Mr. Coolidge was Governor there was no doubt of the democratic character of any of our institutions. The chief magistrate of Massachusetts lived at the old Adams House with less ostentation than many a shoe drummer from St. Louis. From those modest rooms he went to Washington and eventually to the White House. The building wrecker chose to begin the demolition of the building in those very rooms and persuaded Mayor Curley to strike the first blow. Surrounded by photographers the Mayor used his axe, or whatever it was, with a will, though he expressed his regret at the destruction of rooms so historic and exacted a promise from the wrecker that the fireplace should be taken down intact and shipped to the ex-President in Northampton. Whether Mr. Coolidge will welcome this gift may be doubted. Anything more useless than a fireplace without a chimney we cannot imagine. There are probably all the fireplaces necessary at The Beeches, and no one would erect one of the old Adams House fireplaces merely to gloat over its beauty, for they had none. As a sentimental impulse, Mayor Curley's salvation of the old marble structure before which a rising statesman once may be imagined to have warmed his toes, has its excuse; but we fancy that Mr. Coolidge, a practical man and not a dreamer, will permit the crates that contain the mantel and the side pieces to remain unopened in the capacious stable of The Beeches. The contents will be less in the way there than if they were lugged into the house.

LEOMINSTER ENTERPRISE 4/22/31

Mayor Curley of Boston calls Lieut-Gov. Youngman a political windmill. One wonders if that is all Mr. Curley ever intends to call the "leader of the Republican party" in Massachusetts. Incidentally, supposing Mr. Youngman leads the Republican party to defeat? Would he still call himself the leader, or only the follower in that case?

TAUNTON GAZETTE 4/22/31

MAYOR CURLEY WILL DISCUSS GAME DATE

(By The Associated Press)

BOSTON, April 22. — Mayor James M. Curley of Boston, was prepared today to meet Edward A. McLaughlin, president of the Boston College Alumni Association, and Harry R. Heneage, Dartmouth Graduate Manager of Athletics, in an effort to fix a date agreeable to all concerned for the Dartmouth Stanford football game.

Mayor Curley recently refused permission to Harvard to lend its stadium for the game on November 28 next, because it would conflict with the annual Boston College-Holy Cross game. McLaughlin later took responsibility for asking Mayor Curley to make the decision.

The Mayor called McLaughlin and Heneage to a conference at City Hall today or tomorrow to confer on some date other than November 28. He called attention to the fact that the law permits Sunday sports and that a football game could be played Sunday, starting at 1:30. It was not determined whether either Dartmouth or Stanford would be agreeable to a game on Sunday, Nov. 29.

4/23/31
HYDE PARK GAZETTE-TIMES

OFFERS TO DEBATE MAYOR OF BOSTON

Hyde Park Councillor Issues Statement

City Councillor Clement A. Norton, in a statement issued this week, again charges that the city of Boston, through its purchasing department, is paying from 40 to 50 per cent more than necessary for automobile tires and tubes and accused Superintendent Philip A. Chapman of the purchasing department with making false statements concerning a tire manufacturing company previously referred to by the councilman.

He offers to debate the question with Mayor Curley, "any time, any place at his convenience." The statement in part says: "The purchasing agent of the city is quoted as saying the concern I stated could supply the city of Boston with tires and tubes at from 40 to 50 per cent off the price the city now pays, was a "bankrupt concern that made its tires in Akron, O."

"That statement is unfair to the largest manufacturer and the only manufacturer of tires in Massachusetts today. The concern is not bankrupt." At Chicopee Falls, Mass., over 2000 people are employed making these tires.

"Every Boston Elevated railroad bus is now equipped with them. Governor Ely insisted that his new state car be equipped with them. Every state car is equipped with them. Why not Boston's?

"I demanded to know why Boston refused to accept a saving of from 40 to 50 per cent and was politically assaulted in the council by the mayor's spokesman. Later the mayor ordered me "summoned before the finance commission and placed under oath."

"I was up there in a jiffy. I don't usually make statements without thoroughly investigating my subject and knowing what I am talking about. I sent word to the mayor to be there also. He was not there. Chairman Goodwin treated me with courtesy and fairness."

4/23/31
SPRING FIELD REPUBLICAN

GUARD FOR JAP PRINCE DOUBLED; PLOT OVERHEARD

Prince and Princess Takamatsu Arrive at Boston — Hotel Hostess Fears Assassination

Boston, April 23—(AP)—Prince and Princess Takamatsu, world traveling imperial honeymooners from Japan, arrived here tonight by train from New York. They were greeted by Mayor James M. Curley, representatives of Gov Joseph B. Ely, the army and the navy.

The brother of Emperor Hirohito and his bride of a year were escorted by police to their hotel. They went immediately to their suite. An extra police guard was stationed about the hotel because of a conversation overheard by the hotel hostess a few hours before the distinguished visitors arrived.

She heard two men talking outside the hotel. They appeared to be plotting the assassination of somebody. The hostess told the manager, and the manager called police. The police guard around the hotel was ordered doubled, but nothing unusual occurred during the arrival of the prince and princess.

4/23/31
HOLYOKE TRANSCRIPT

BOSTON TO WELCOME JAPANESE ROYALTY; PLAN BUSY PROGRAM

BOSTON, April 23—A quiet evening will precede a somewhat strenuous five-day stay in Boston when the Prince and Princess Takamatsu of Japan arrive here tonight.

After a reception at South Station where they are expected at 7 o'clock, the couple will retire for the night at the Copley Plaza Hotel. The reception committee will be led by Courtenay Crocker, honorary Japanese consul at Boston. State, Army and Navy representatives and prominent local Japanese will greet the Prince and Princess. A bouquet will be presented by Miss Mary Curley, daughter of Mayor James M. Curley.

John K. Allen, representing Crocker and the Japan Society of Boston, and H. Yatsuhashi, representing Japanese residents of Boston, will go to Providence, R. I., to meet the imperial party.

Although a busy week is scheduled for the Prince and Princess they have left plenty of time open for shopping tours and visits about the city.

4/23/31
FITCHBURG SENTINEL

SUNDAY FOOTBALL

Mayor Curley's "solution" for the Boston football tangle is no solution at all. He suggests that Dartmouth play Sanford next fall on Sunday Nov. 29 in order to avoid a conflict with the Holy Cross-Boston College game on Saturday, Nov. 28. He would guarantee a large crowd, he says.

There is no need, and no excuse, for New England colleges to start playing football on Sundays. It is to be hoped that Dartmouth will have enough common sense to turn thumbs down on the Curley proposal.

College football has already been commercialized enough without resorting to Sunday games as a means of drawing big crowds, or even of avoiding conflicts with other intercollegiate games.

4/23/31
BROOKLINE CHRONICLE

To the Editor of the Chronicle:

Many Brookline friends of mine have deplored Mayor Curley's attitude on the Dartmouth-Stanford football game scheduled for November. Surely there could be little clash with the Holy Cross-Boston College game as that game is usually sold out, to and by their own enthusiasts. There is a very large football public outside of Boston who could, and would, easily support both games. The Boston papers appear to hold Mayor Curley sacrosanct, for there is very little, if any, criticism of his stand outside of by the Hotel Association and the Dartmouth press. This large metropolitan area consists of a cosmopolitan makeup and it surely isn't good politics for Mayor Curley to be too restrictive. Is it not well that Brookline and other local municipalities are not yet under the aegis of Boston? How we would rebel against any one man, inspired or not, laying down his bias for us! Alas! poor Boston!

FRANCIS H. OWEN.

HAVERHILL GAZETTE 4/23/31

TO HOLD SCHOOL OF POLITICS IN CITY ON MAY 4

Republican Leaders of State Will Speak—Banquet on Program

A school of politics will be conducted in Busfield's hall, the afternoon and evening of May 4 under the auspices of the District Republican Club of Haverhill. Prominent members of the Republican party in Massachusetts will be speakers. The meeting will open at 2:30 and a banquet will be served at 6:30, the meeting continuing into the evening. Mrs. Helen Consalus, field secretary of the Republican state committee, made the arrangements. Reservations for the banquet can be made with Mrs. Charles Marston, Jr. The school is being held for the benefit of the Fourth Senatorial district.

Amos L. Taylor, chairman of the Republican state committee, will open the school. Mrs. Frank Roe Batchelder, Worcester, vice president, will preside at the afternoon session. Lewis R. Hovey, of this city, state committeeman will preside at the evening meeting.

Congressman Joseph Martin of the 15th Congressional district will be one of the speakers. He will discuss President Hoover. Frank Roe Batchelder, Worcester, will speak on the tercentenary last year. Judge Emma Fall Schofield, Representative Dr. Marion Burrows, Lynn; Mrs. Anna Weinstock Schneider, U. S. commissioner of conciliation; Judge Felix Forte, Boston, professor at Boston University; Miss Katherine Parker, president of the Massachusetts Women's Republican club, and Mrs. Lewis R. Hovey, will speak.

Mayor Forrest V. Smith will welcome the guests. Vinal W. Smith, chairman of the Republican City committee, will make brief remarks.

MANCHESTER UNION 4/23/31

THINK DARTMOUTH UNLIKELY TO PLAY GAME ON SUNDAY

Big Green Not Desirous of Setting Precedent for N. E. Colleges

Special to The Union.

HANOVER, April 22—Unofficial reports from the Dartmouth athletic office today stated that Dartmouth will not take a radical step and play the scheduled contest with Stanford on Sunday, November 29, in Boston as Mayor James M. Curley suggested yesterday in late overtures to keep the contest in the Hub city after refusing to sanction it on the same day as the Boston College-Holy Cross encounter on November 28.

It was understood here that Dartmouth will probably go to Chicago or Cleveland in order to keep the agreement to play Stanford on the Saturday date, rather than play in Boston on Sunday. The Indians do not desire to be pioneers in taking this radical step, for no New England colleges have played football on Sunday dates before this.

Dartmouth is apparently following a policy of aloofness from all conferences, and Harry R. Heneage, director of athletics, who was reported to have gone to Boston to confer with Mayor Curley, did not leave Hanover. He declined to make any statements tonight and merely waited for further developments from the mayor's office.

SPRINGFIELD UNION 4/23/31

Dartmouth Silent on Latest Moves for Stanford Tilt

Understood Big Green May Play Coast Grid Team at Cleveland or Chicago on Nov. 28.

Special to The Springfield Union.

HANOVER, N. H., April 22—Dartmouth's policy in the football tangle which has resulted in the banning of the Stanford game from Boston on Nov. 28 apparently is aloofness from all conferences, for although Harry Heneage, supervisor of athletics, was reported to have been in Boston for a meeting with Mayor James M. Curley, he has not left Hanover.

It is the feeling here by those close to the athletic office that Dartmouth will not take such a radical step in scheduling the game for Sunday, Nov. 29. No New England colleges have played football on Sunday before and Dartmouth has no desire to be a pioneer in this matter.

Information from unofficial sources tonight stated that Dartmouth scheduled the game for Nov. 28, and despite the Mayor's late overtures to keep the game in Boston, Dartmouth will go to Cleveland or Chicago in order to keep the agreement with Stanford for the Saturday date. Heneage declined to make any statements tonight, and merely waited for f urther develop- merely waited for further devolp-

HOLYOKE TRANSCRIPT 4/23/31

TURN DOWN OFFER FOR SUNDAY GAME

BOSTON, April 23.—The suggestion by Mayor Curley that the Dartmouth-Stanford football contest, booked for Harvard Stadium Nov. 28 and balked by the refusal of His Honor to issue a permit, be played on Sunday, the 29th, was turned down today by Harvard officials, who refused to rent the stadium for a Sunday contest.

Because of the difficulties that have come out of Mayor Curley's refusal to permit the game to be played on Saturday, it is believed Harvard, in the future, will keep its field to itself hereafter. It is expected that some agreement will be reached within the next few days.

SPRINGFIELD REPUBLICAN 4/23/31

SUNDAY GAME MAY END FOOTBALL ROW

Boston, April 22—An apparent effort to adjust differences and save for Boston the Stanford-Dartmouth football game, originally scheduled for the Harvard stadium on the date of the annual Boston college-Holy Cross clash and banned by Mayor Curley on that date as a result of a protest by the Boston College Alumni association, will be made at a conference among Mayor Curley, Edward A. McLaughlin, Jr., president of the alumni association, which made the protests, and perhaps others, including Harry Heneage, graduate manager of athletics at Dartmouth, who is in Boston.

MALDEN NEWS 4/23/31

Those Football Games

THE MORE we think of it, the harder we find it to understand why the Mayor of Boston should be asked to give his consent to the loan of the Harvard Stadium to two college football teams who want to use it, or why, having been asked, he should think it wise to refuse his consent. Mayor Curley has, of course given his reason, which is that two other colleges are scheduled to play football in Boston on the same day; but to an unprejudiced outsider that reason does not seem good. It can only be supported by a frank admission of the fact that college football is not a sport to be engaged in by the students of two rival colleges for the fun of the game and the pleasure of the undergraduates and alumni of the interested colleges, but a vast public spectacle, arranged to entertain the population in general, and conducted on commercial lines for the purpose of making money. If that is the case, of course one pair of colleges with a prior lien on a particular date may fairly object to another big game on the same day. But to those who care for health in our attitude toward college sport it would seem that it would be better to permit both games, and let the alumni, undergraduates and friends of the two groups attend the particular game in which they feel a special interest. Mayor Curley prefers to regard college football as primarily a commercial enterprise, but we think he is wrong, or if he is right, that college football had better be scrapped altogether.

LAWRENCE TRIBUNE 4/23/31

FRAUD IS ALLEGED IN BOSTON PETITIONS FOR LOWER PROPERTY VALUES

Hunt Definite Scheme Between Owners and Attorneys

Investigation May Result in Prosecutions—Public Service Corporation Seeks Reduction of $3,000,000 On Valuation of $8,000,000.

BOSTON, April 23 (AP)—An investigation was started today into the 500 petitions of property owners in Boston who seek reductions in the valuation of the properties amounting to $150,000,000. All evidence which tends to show the claims are based on fraudulent representations will be turned over to the district attorney for prosecution.

The step was taken after Mayor James M. Curley had conferred with municipal department heads. After the conference Charles J. Fox, city auditor speaking for the mayor, said a cursory examination tended to show that a definite scheme was underway by attorneys and other representatives of property owners to secure reductions in valuations with the attorneys being employed on a contingent fee basis. He said that of the 500 petitions the board of assessors had found the majority had no merit and many were fraudulent.

Among the petitions is one filed in behalf or a public service corporation which seeks a reduction of $3,000,000 on a valuation of $8,000,000.

MANCHESTER UNION, 4/23/31

Stanford May Come East To Play Dartmouth in 1932

BY LAWRENCE PERRY.

Copyright, 1931, by The Consolidated Press Association.

BOSTON, April 22—(C.P.A.)—It now appears that the hooray over the decision of Mayor Curley to protect the Holy Cross-Boston College game set for Nov. 28 next in Boston, by forbidding Dartmouth to entertain Stanford at the Harvard Stadium on that day, is confined to Boston alone. Holy Cross is not giving three cheers. Quite the contrary, the stalwart attitude of Boston's mayor in favor of home football made no hit in the sister city of Worcester at all.

They were hoping there that competition of two important games would be avoided by shifting the annual gridiron contest against Boston college to Worcester. For a time, indeed, it seemed that this would be the solution of the difficulty. Then came Mayor Curley's statement. Talk was that politics had entered into football, but now the bitterness is subsiding into quiet regret over a loss opportunity to give Holy Cross' home town a big and thrilling show.

As for Harvard, not everyone knew that its stadium on Soldiers Field is not in Cambridge. It stands across the Charles river on Boston land and thus the Harvard Athletic association is subject to the authority of the New England metropolis. Heretofore there never has been any trouble between the university and the municipal government and, as a matter of fact, Harvard is concerned in the present situation only in so far as she has been prevented from making a generous gesture in behalf of a sister seat of learning.

There is talk that the Dartmouth-Stanford game may be played in New York city. There would be plenty of competition here on that day. But so far as the city authorities are concerned, their attitude would surely favor more and bigger competition all along the line. How the colleges involved would feel about it is another matter. So far as the writer can learn, Dartmouth's real inclination is to let the game slide for a season, with the understanding that Stanford would pay the return visit she owes the Hanover college in 1932. At the same time, it is not out of the question that the game may be played somewhere out of Mayor Curley's jurisdiction next fall.

NEWPORT HERALD 4/24/31

ROYAL COUPLE INVITED HERE

Prince And Princess Takamatsu Of Japan Asked To Newport

WILL BE IN BOSTON THIS WEEKEND

Cong. Burdick Wires Invitation To Visit This City

Learning yesterday afternoon of the visit to Boston of Prince and Princess Takamatsu of Japan this week end, Congressman Clark Burdick telegraphed to Courtenay Crocker, honorary consul of Japan at Boston, an invitation to the royal Japanese couple to visit Newport during their stay in New England.

It was through an invitation received by special delivery yesterday from Mayor James M. Curley of Boston, asking him to attend the city of Boston's dinner to the prince and princess this evening, that Mr. Burdick learned of their proposed stay in New England and although a previous engagement prevents the congressman from going to Boston for tonight's affair, he hopes that the royal visitors will have opportunity to visit Newport, particularly because of its connection, through Commodore Matthew Galbraith Perry, with the Japanese empire.

In the early part of the 19th century, Commodore Perry, a son of Newport, led the naval expedition from the United States which served to open the ports of Japan to commerce and in token of its great regard for the commodore, the Ishii Mission, in 1917, paid a special visit to Newport to lay a wreath on the naval officer's grave in the Island cemetery.

During the visit of the mission, the city entertained them, and Mr. Burdick, then mayor of Newport, was their host at a formal dinner.

"To manifest our affectionate wishes", as the diploma read, the Emperor of Japan, Yoshihito, conferred on Mr. Burdick the Third Class Order of the Sacred Treasure in token of appreciation for the courtesies extended the Ishii Mission during its visit to Newport".

Should the prince and princess find it possible to come to Newport, Congressman Burdick will take immediate steps to arrange for their entertainment, the program to conform to such time as they may have in the city.

BROCKTON ENTERPRISE 4/24/31

Curley's Auto Tagged; He Blames Resigned Official

Boston, April 24 (AP)—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of the city, was embarrassed, to put it mildly. "I thought his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

When asked about the affair, Traffic Commissioner Joseph Conry said, "It's a nice day."

Police Commissioner Eugene C. Hultman would not even discuss the weather.

The mayor, who said he did not blame Patrolman Dolan, professed to see Leo Schwarz as the villain in the piece. Just previous to the tagging he had received Mr. Schwarz' resignation as assistant police commissioner. Referring to the tag as a "vent to your spleen," he forwarded it to Schwarz with "my compliments."

4/24/31
SPRINGFIELD REPUBLICAN

WILL INVESTIGATE VALUATION PETITIONS

Boston to Find Out About Efforts to Have Property Values Reduced

Boston, April 23—(AP)—An investigation was started today into the 500 petitions of property owners in Boston who seek reductions in the valuation of their properties amounting to $150,000,000. All evidence which tends to show the claims are based on fradulent representations will beturned over to the district-attorney for prosecution.

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Among the petitions is one filed in behalf of a public service corporation which seeks a reduction of $3,000,000 on a valuation of $8,000,000.

SPRINGFIELD UNION 4/24/31

Plot to Murder Prince Feared

Boston Police on Guard After Assassination Talk Is Overheard.

BOSTON, April 23—(AP) Prince and Princess Takamatsu, world-traveling imperial honeymooners from Japan, arrived here tonight by train from New York. They were greeted by Mayor James M. Curley, representatives of Gov. Joseph B. Ely, the Army and the Navy.

The brother of Emperor Hirohito and his bride of a year were escorted by police to their hotel. They went immediately to their suite. An extra police guard was stationed about the hotel because of a conversation overheard by the hotel hostess a few hours before the distinguished visitors arrived.

She overheard two men talking outside the hotel. They appeared to be plotting the assassination of somebody. The hostess told the manager, and the manager called police. The police guard around the hotel was ordered doubled but nothing unusual occurred during the arrival of the Prince and Princess.

WORCESTER POST 4/24/31

MAYOR CURLEY'S AUTO TAGGED BY PATROLMAN

Officer Dolan Expects Transfer to "Sticks"

Mayor Does Not Blame Policeman but Thinks Leo Schwarz, Who Had Just Resigned as Assistant Police Commissioner, Is the "Villain"—Sends Tag to Schwarz With His Compliments

BOSTON, April 24 (AP)—Mayor James M. Curley left a barbershop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of the city, was embarrassed, to put it mildly. "I thought his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

A Nice Day

When asked about the affair, Traffic Commissioner Joseph Conry said, "It's a nice day."

Police Commissioner Eugene C. Hultman would not even discuss the weather.

The mayor, who said he did not blame Patrolman Dolan, professed to see Leo Schwarz as the villain in the piece. Just previous to the tagging he had received Mr. Schwarz's resignation as assistant police commissioner. Referring to the tag as a "vent to your spleen," he forwarded it to Schwartz with "my compliments."

ATTLEBORO SUN 4/24/31

A Gift to Future Generations.

IF at the time that Brockton was first incorporated as a town some public benefactor had laid aside even a small sum to accumulate at compound interest there would now be a fund such as might make the city financially independent. Mayor Curley of Boston is doing such a thing for his city. Was not Benjamin Franklin about the first to bring forward this plan? The mayor has taken out an insurance policy for about $100,000. His children will receive the interest returns on this policy when he dies, but when the last of his children shall have died the fund goes to the city to grow at compound interest for 125 years. It will then be more than $45,000,000, returning an annual dividend of nearly $2,000,000 to be applied for taking care of needy families.

The 125 years is not a long span in the life of a city. Boston is 300 years old. Brockton's corporate life goes back more than a century and it was a separate part of the old town of Bridgewater far longer than that. The many public gifts in perpetuity, such as libraries and parks, are for use of the present as well as future generations. This other kind concerns the future only and is chiefly of interest in the way it can be made to grow.

WORCESTER GAZETTE 4/24/31

Royal Party Arrives in Boston

Photo (c) International Newsreel

Prince and Princess Takamatsu of Japan were greeted at the South station, Boston, upon their arrival from New York. The noted couple with members of the Japanese imperial government are making a tour of the United Sttes. Left to right: N. Fauziana, Japanese vice consul of New York; Commander Ellis Zachary, U. S. N.; Miss Mary Curley, daughter of Boston's mayor; Princess Takamatsu, Prince Takamatsu and Courtenay Crocker of Boston.

BOSTON GREETS ROYAL COUPLE

Japanese Honeymooners Are Welcomed by Ely and Curley—Presented to State Legislature

CROWDS CHEER PAIR UPON TOUR OF CITY

BOSTON, April 24 (INS)—Heavily guarded, following discovery of a suspected plot to harm them, Prince Takamatsu and his bride today were welcomed to Massachusetts by Gov. Joseph B. Ely, were cheered when they appeared before the House of Representatives, were cordially greeted by the Senate, and were welcomed to Boston at City hall by Mayor James M. Curley. A two-word speech, something new in responses by visiting personages to Massachusetts, was made the various greetings by the prince. He said, "Thank you," following this with a polite bow.

Before visiting the Capitol and City hall, the royal honeymooners dispatched a cablegram to the emperor of Japan. The prince assured his brother, the emperor, that he was ably guarded and that, although he had received reports of supposed threats against his life, he knew no reason why such threats should be made. Cheers and handclapping greeted the prince and his bride everywhere they appeared about the city.

Governor Ely greeted in the executive office the Prince and Princess Takamatsu. Prior to the arrival of the royal couple the governor's office was cleared of all visitors, except the official greeting party, which included President Gaspar G. Bacon of the Senate and Speaker Leverett Saltonstall of the House of Representatives.

At the suggestion of the governor, the party then visited the Senate and House of Representatives and were presented to the members of the Legislature from the rostrums. Upon their return to the executive office, the governor personally escorted them to the Hall of Flags and following this the party went out on the State House steps to be photographed.

While the State Senate was assembled, President Caspar G. Bacon escorted the Prince and Princess and their party into the chamber. Prince Takamatsu and Princess Kikuku were escorted to the rostrum while members of their party stood about the chamber. The Prince sat at President Bacon's right and the Princess at his left while the presiding officer of the Senate presented the royal visitors to the Senate.

After Prince Takamatsu had acknowledged the introduction the Royal visitors and their party left the chamber. Corridors of the State House were jammed as were the steps outside as the Royal visitors left for City hall, the couple was given a big ovation.

Mayor Curley welcomed the honeymooners to Boston. He presented them with photographs and two wooden keys, carved from the oak which stood on the battle field at Lexington. "It was a battle for liberty," said the Mayor. "Thank you," replied the Prince, bowing.

HAVERHILL GAZETTE 4/20/31

BIG GREEN-STANFORD GRIDRON GAME LIKELY

Report Harvard Stadium to Be Available Nov. 28

BOSTON (AP)—The Boston Herald says that the Dartmouth-Stanford football game will be played as originally schedued Nov. 28 in the Harvard stadium.

The Herald says that the objections of Boston College alumni against the game being played on the same day as the Boston College-Holy Cross game will be withdrawn. The withdrawal leaves the way clear for Mayor James M. Curley of Boston to reverse his decision against allowing the game to be played in Boston on the day of the Boston College-Holy Cross game.

The Herald also says that the site of the Boston College-Holy Cross game, however, has become uncertain and that the Holy Cross alumni are making strong efforts to have the game transferred to Worcester.

NEW BRITAIN RECORD 4/24/31

TWO DAYS ON THE JOB, BOSTON POLICE OFFICER TAGS CAR OF MAYOR CURLEY; COP IS WORRIED

Boston, April 24 (INS) Two days on the job, Patrolman John F. Dolan of Police Station No. 2, today saw a chauffeurless automobile parked in the outside line of a double line in Province Street, near City Hall.

Dolan made out a parking tag. As he attached it to the steering wheel of the car, bystanders shouted: "It's the mayor's car."

"Stop your kidding," said Dolan.

At this moment, Mayor James M. Curley came hustling out of a barber shop and his chauffeur, Charles Manion who had been looking in a store window, came up.

Bystanders asserted that the mayor exclaimed to Dolan: "I'll get you for this." The mayor denies he said anything.

Dolan said he was uneasy, fearing he would be "shifted to the sticks" —an out of town station.

The mayor said it was a "plot" instigated by Leo Schwartz, who was ousted yesterday as member of the zoning adjustment board, and was appointed by Police Commissioner Eugene C. Hultman, as counsel at police headquarters. Schwartz denied he had anything to do with the tagging of the mayor's car.

Mayor Curley wrote Schwartz a letter, expressing his compliments and enclosing the tag.

An automobilist can be prosecuted on a first tag but it is generally issued as a warning. Today was the first time "Hizzoners" car had been tagged. It is a new car on which the city seal has not yet been painted. The numerals on the license plates had been read at roll calls in the various stations last week.

WATERBURY REPUBLICAN 4/26/31

Japanese Royalty Reach Boston

Associated Press Photo

Prince and Princess Takamatsu of Japan upon their arrival at the South station, Boston, where they were greeted by state and city notables and a large crowd. The group of four in the center, left to right: Miss Mary Curley, daughter of Mayor James M. Curley, the Princess, the Prince, and Courtenay Crocker, head of the reception committee.

4/24/31
HAVERHILL GALETTE

Curley Is Peeved at Tag on Car

Sends Card With Compliments to Former Assistant Commissioner

BOSTON (AP)—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of the city, was embarrassed, to put it mildly. "I though his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

When asked about the affair, Traffic Commissioner Joseph Conry said, "It's a nice day."

Police Commissioner Eugene C. Hultman would not even discuss the weather.

The mayor, who said he did not blame Patrolman Dolan, professed to see Leo Schwartz as the villain in the piece. Just previous to the tagging he received Mr. Schwartz' resignation as assistant police commissioner. Referring to the tag as a "vent to your spleen," he forwarded it to Schwarz with "my compliments."

4/24/31
EAGLE - PITTSFIELD

TAGGED CURLEY'S CAR BUT OFFICER IS NOT BLAMED

BOSTON, Apr. 24 (AP)—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

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TAUNTON GALETTE
4/24/31

CURLEY'S CAR IS TAGGED AS HE IS SHAVED

(By The Associated Press)

BOSTON, April 24.—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan who pinned the tag on the mayor's car, was embarrassed, to put it mildly. "I thought his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

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SPRINGFIELD NEWS 4/24/31

REALTORS DEFY MAYOR CURLEY

Secretary Lee Challenges Him to Take His Evidence to the Grand Jury

Boston, April 24 — Mayor Curley's threat to hold lawyers, politicians and property owners accountable for conspiracy as a result of an investigation of more than 500 claims for tax abatements of 1930 taxes, was met last night by a virtual challenge by Charles Lee, secretary of the Boston Real Estate exchange, for him to "take his evidence to the grand jury."

John Heard, a prominent Boston real estate man, gave out a statement in which he attacked Mayor Curley for assuming that persons who desire tax abatements are "racketeers." Mr Heard challenged the statement of the mayor that over-assessment was true in "isolated instances" with a list of sections of the city where realty owners cannot obtain more than a fraction of the assessed valuation. He cited as a particularly flagrant example of overassessment the Hotel Touraine property, where the lease return called for "payment of city taxes and $5000 per annum" on property valued in excess of $2,000,000.

LAWRENCE EAGLE 4/25/31

DARTMOUTH GAME AT HARVARD NOV. 28

Report B. C. Alumni Have Withdrawn Objection and Green Will Meet Stanford in Stadium—Holy Cross-B.C. Game for Worcester

BOSTON, April 24 (AP)—The Boston Herald says that the Dartmouth college-Stanford universtiy football game will be played in the Harvard stadium on Nov. 28 as originally scheduled.

The Herald says that the objections of Boston College alumni against the game being played in conflict with the annual Boston College-Holy Cross game, scheduled in Boston on the same day, will be withdrawn.

Withdrawal of the alumni protest will leave the way clear for Mayor James M. Curley to reverse his decision against allowing the intersectional contest to be played in Boston on the day of the Boston College-Holy Cross game.

The Herald says that while the Stanford-Dartmouth game in the stadium on Nov. 28 is now assured, the site of the Boston College-Holy Cross game, scheduled for Braves field on the same day, has become uncertain, with Holy Cross alumni making a strong effort to have the game transferred to Worcester.

Mayor Curley recently said he would not give his consent to a Standford-Dartmouth game in Boston on Nov. 28 after Boston College alumni protested that the game would compete for attendance with the big game of the year for Boston College.

CLINTON ITEM 4/24/31

MAYOR CURLEY'S CAR TAGGED BY NEW OFFICER

Bystanders Declare Mayor Threatened To "Get" Patrolman Dolan But His Honor Makes Denial

DECLARES IT IS ALL A PLOT AGAINST HIM

Boston, April 24—Two days on the job Patrolman John F. Dolan of Station 2 today saw a chauffeurless automobile parked in the outside line of a double line in Province street near City hall.

Dolan made out a parking card.

As he attached it to the steering wheel of the car bystanders shouted: "It's the mayor's car."

"Stop your kidding," said Dolan.

At that instant Mayor Curley came from a barbershop and his chauffeur, who had been looking in a shop window appeared.

Bystanders asserted that the mayor exclaimed to Dolan: "I'll get you for this."

The mayor denies he said anything.

Dolan said he was uneasy fearing he would be shifted to the "sticks", an out of town station.

The mayor said it was a plot instigated by Leo Schwartz who was ousted yesterday as a member of the zoning adjustment board and was appointed by Police Commissioner Eugene C. Hultman as counsel at police headquarters.

Schwartz denied he had anything to do with the tagging of the mayor's car.

4/24/31
LEOMINSTER ENTERPRISE

CURLEY DISTURBED AS CAR IS TAGGED

Sends Tag to Discharged Assistant Police Commissioner Schwartz.

BOSTON, April 24 (AP)—Mayor James M. Curley left a barbershop today to find his automobile tagged for violation of a traffic ordinance, and the mayor was just as disturbed as any private citizen. Patrolman John F. Dolan, who pinned the tag on the mayor's car, with vision of grazing lands on the outskirts of the city, was embarassed, to put it mildly.

"I thought his car was No. 350 not 577," said Dolan. "I suppose I'll be transferred to the sticks."

When asked about the affair Traffic Commissioner Joseph Conry said:

"It's a nice day."

Police Commissioner Eugene C. Hultman, would not even discuss the weather. The mayor who said he did not blame Patrolman Dolan, professed to see Leo Schwarz as the villian in the feat. Just previous to the tagging he had received Mr. Schwarz's resignation as assistant police commissioner.

Referring to the tag as a "vent to your spleen" he forwarded it to Schwarz "with my compliments."

NORTHAMPTON GAZETTE 4/24/31

MAYOR CURLEY FINDS CAR TAGGED AND BLAMES RESIGNING POLICE OFFICIAL

BOSTON, April 24.—(AP)—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of the city, was embarrassed, to put it mildly. "I thought his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

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Police Commisioner Eugene C. Hultman would not even discuss the weather.

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Worcester Telegram 4/25/31

BOSTON GREETS JAPAN ROYALTY

Crowds Stare as Honeymoon Couple Are Feted

GUESTS AT DINNER

500 Present, Including Gov. Ely, at Big Civic Function

BOSTON, April 24 (AP)—Old lady Boston craned her neck today for a glimpse of the tiny wife who is having a glamorous honeymoon as the bride of a prince.

Sidewalks were lined and office windows crowded as Prince and Princess Takamatsu of Japan passed from one official reception to another in a day crowned by an official dinner given by Mayor James M. Curley tonight.

Gov. Joseph B. Ely, former Gov. Alvan T. Fuller, and high representatives of the army and navy and the clergy were among the 500 guests at the affair.

Earlier in the day the imperial couple were greeted at the State House and City hall. Governor Ely gave them a paper knife and a new penny after the old Yankee tradition that friendship may be severed by the gift of a sharp instrument unless a coin accompanies it.

At City hall Mayor Curley presented the key to the city of Boston to Prince Takamatsu and smilingly dubbed the princess acting mayor "with everything that goes with the office except the salary."

Cultural Boston had its inning in the afternoon as the prince and his bride attended a Boston symphony orchestra concert.

Boston Welcomes Royal Pair

Associated Press Photo

Mayor James M. Curley shaking the hand of Prince Takamatsu of Japan. The princess is shown on her husband's left. Princess Takamatsu is considered an outstanding beauty in her native land. The above ceremonies took place on the steps of Boston City hall yesterday.

WORCESTER TELEGRAM 4/25/31

STANFORD GAME IN HUB AFTER ALL

PEACEFUL END FOR FOOTBALL ROW FORECAST

Boston College-Holy Cross Contest May Be Moved To Worcester

OBJECTIONS ENDED

Dartmouth to Meet Coast Team in Stadium Nov. 28

Special to the Telegram

BOSTON, April 24.—Dartmouth will play Stanford's football team in the Harvard Stadium on Saturday afternoon, Nov. 28, as originally planned.

This was definitely established tonight when it was learned from an authoriative source that the Boston College Alumni will withdraw their objections and Mayor James M. Curley then will reverse his earlier decision which denied the use of the Stadium to Dartmouth on the grounds that the game would conflict with the annual contest between Boston College and Holy Cross.

This move of the Boston College Alumni ends a two week controversy which threatened to set a precedent in the conduct of college athletics. It is the culmination of a series of conferences in which some of the principals were Mayor Curley, Edward A. McLaughlin, Jr., president of the B. C. Alumni, and William J. Bingham, director of athletics at Harvard.

McLaughlin to Withdraw

It was McLaughlin who presented the protest to Mayor Curley two weeks ago on behalf of his group and who influenced the mayor's first statement. Now it is learned that he will withdraw his objection, also on behalf of his associates.

From the same source also comes the information that Boston College and Holy Cross will play their game, as usual, in Fenway Park, thereby giving Boston two major football contests on the same afternoon. It is understood that Boston College will insist on the game's being staged here, despite the conflict and in face of the Holy Cross sentiment for a shift to Fitton field, Worcester, either Thanksgiving day or Nov. 28.

This, however, remains to be seen. It is Holy Cross's home game. Other Crusader "home" contests have been played in Boston. Alumni in the central and western parts of the state, however, have been demanding a game at Holy Cross, one nearer their homes. It was believed that this year would be a good time to try the new plan.

Additions to Stands

In previous years, the obstacle has been the limited seating capacity at Fitton field. Since then additions have been made to the stands and the capacity can be increased to 30,000 for next fall.

Holy Cross has been awaiting the developments of the various conferences. It is known that, contrary to custom, the date and place of the Boston College-Holy Cross contracts for the 1931 football game have not been filled in. Two months ago plans were made for the game to be held at Worcester on Thanksgiving day, with only the hour of the kick-off to be settled. These plans, however, must now be held in abeyance in view of the latest Boston College stand.

Returning to the withdrawal of the B. C. protest, it is reported, but not confirmed, that a "deal" may be made with Harvard, which has been placed in an embarrassing position by the complicated turn of affairs. The "deal," so the rumor goes, is that Boston College may be permitted to use the Harvard Stadium on the Saturday after Thanksgiving in 1932, now that a precedent has been set by the loan to Dartmouth.

MILFORD NEWS 4/24/31

MAYOR'S CAR TAGGED BY HUB PATROLMAN

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"Stop your kidding," said Dolan. At this moment Mayor James M. Curley came hustling out of a barber shop and his chauffeur, who had been looking in a store window, came up. Bystanders asserted that the mayor said to Dolan, "I'll get you for this." The mayor denies he said anything.

Dolan said he was uneasy, fearing he would be shifted to "the sticks," an out-of-town station. The mayor said it was a plot instigated by Leo Schwartz, who was ousted yesterday as member of the zoning adjustment

FRAMINGHAM NEWS 4/24/31

Tagging Mayor Curley's Auto

Boston, April 24 (INS)—Two days on the job, Patrolman John Dolan of Police Station No. 2 today saw a chauffeurless automobile parked in the outside line of a double line in Province street, near City hall. Dolan made out a parking tag.

As he attached it to the steering wheel of the car, bystanders shouted, "It's the Mayor's car." At this moment Mayor James M. Curley came hurrying out of a barber shop and his chauffeur, who had been looking in a store window, came up. Bystanders asserted that the Mayor exclaimed to Dolan, "I'll get you for this."

The Mayor denies he said anything. Dolan said he was uneasy, fearing he would be shifted to the "sticks." The Mayor said it was a plot instigated by Leo Swartz, who was ousted yesterday as a member of the zoning adjustment board and was appointed by Police Commissioner Eugene C. Hultman as counsel for police headquarters. Swartz denies he had anything to do with the tagging.

(CONTINUED)

GAZZETTA DEL MASSACHUSETTS 4/25/31

The tax situation in Boston is serious enough without having any addition hitched to it by an abatement racket which has no legitimate basis.

While it may be inconceivable to some persons, who con not understand the attitude of the executives of the big corporations, the fact that one railroad corporation, whose property is assessed for $8,000,000 wants a reduction of $3.-000,000 and that another public service corporation, which holds very valuable franchises from the people of Bosotn, is demanding a similarly heavy abatement, shed a little light upon the character and the power of the groups which Mayor Curley has begun to fight.

It has been well said that big corporations are without souls. They promise much and they know how to obtain considerations and concessions which are beyond the reach of the average citizen. We wish Mayor Curley well in his campaign and hope that nothing will dissuade him from achieving his purpose.

PARKWAY TRANSCRIPT 5/1/31

Centre St. Runs Kerplunk Right In Another Snag

(Centre street widening, it appears, has struck another snag. Just when everybody over, on or in the earth seemed to be supremely satisfied with the way things were going, and Mayor Curley had sent out a hurry call for a steam shovel or two, presto, up bobs somebody with a grievance.

Enter the protest, the objector, alias the villain. The process of widening for the nonce is again in status quo.

During the roseate days of publicity and promotion, when Centre street widening was on the tapis, likewise the tongues of ten or more thousand people round here, not one of us had a thing to say one way or the other. Had somebody or other come forward with a plea for a two hundred foot street, it is altogether likely that the thing would have gone through with a rush. That is, so far as plans and specifications go. But let the road builders get into the picture and, presto again, here is the time to object.

Along back in 1930, or was it 1920, when Centre street widening was laid out on the lines of a 100 foot wide street, after prolonged hearings, when nobody wanted to be heard, and the time came for grabbing a pick and a shovel, presto, once more, a howl went up that put road builders entirely out of the picture and sent plan makers searching for new and elusive lines which the objectors could not find. Then the one hundred foot width was cut down to eighty.

When it came time to legislate for new funds, some more objectors sprung into action, and Centre street became quite a bone of contention. When things finally got smoothed over, levelled up, ironed out and juggled around to the satisfaction of everybody, it developed that we were to have a Centre street eighty feet wide from the Arborway to Weld street, and seventy feet wide from Weld to South streets. On these lines the street department got busy, and plans and specifications began to materialize. Property damages on ninety-three parcels of land involved were assessed at $103,121, and everything was about ready for the bidders. And then, presto, once more. Somebody throws a monkey wrench into the works with more objections. Centre street widening goes fluey.

And why? Why? The widening is too doggone wide. It ought to be seventy feet.

And how? How? When the widening was cut down from one hundred to eighty feet, all potential damage to homes and most of the damage to trees was eliminated. But now it is discovered that an eighty foot highway is going to be dangerous. There are no cross streets at all along the section in dispute, but still it is going to be dangerous for somebody or something to build that road eighty feet wide. Maybe the chipmunks can't get across in time to avoid the traffic.

So, Mayor Curley is back on the Centre street job and lending his good offices to smoothing out the new kinks. Meanwhile a lot of public utility work has to be done, and unless all objectors can be rounded up and deported or something, Centre Street widening will likely become a 1932 eventuality.

Mayor Curley approved a vote of the Street Commissioners for the widening to 70 feet. Of the 93 persons who will collect damages on this basis, the largest is $11,500 to Frank M. Aldrich for 2612 sq. ft. of land. William E. Winchester, $10,500 for 1686 feet and $11,200 for 1547 feet; Nellie B. O'Neil, $5900 for 1160 feet; Ayoub Maloof, $4800 for 712 feet and $4500 for 705 feet; Angelo Paledeno, $4600 for 694 feet, and James A. Dickerson, $2000 for 503 feet.

GAZETTA DEM MASSACHOSETTS 4/25/96

THREAT OF INDICTMENTS WILL HALT BOSTON TAX RACKETEERS

The threat of Mayor Curley to seek indictiments against lawyers, politicians and property owners, who are accused of conspiring to secure tax abatements, is the most drastic move ever made by any mayor of Boston to protect the taxpayers.

If the facts at the disposal of city officials warrant the action which the mayor has threatened, it is hoped that there will be no delay in starting the prosecutions of those who are trying, without right, to reach into the city treasury, and secure money which must come from the pocketbooks of the small taxpayers.

Evidently the big property owners have decided that the time is opportune to press their demands for tax reductions. The period of depression which has hit them as hard, but no harder, than it has hit the owner of a dwelling house, has been seized upon as the psychological time for demanding relief from taxation.

Mayor Curlep has declared that he will stop a "racket" which really threatens to disrupt the financial structure of the city. We hope that he will achieve success. He is acting wisely, if drastically, to protect the great majority of the taxpayers of Boston.

Usually in tax cases it is the small home owner who pays his bills, perhaps under protest that he feels the assess ment is too high, but without thought of resort to his right to ask for an abatement.

It is not so with the "big fellows" who have learned that political influence can sometimes be purchased to gain tax reductions.

In the present situation it appears that lawyers and property owners do not form the group which has asked for abatements of many millions of dolars on property assessed in the aggregate for $150,000,'00. Investigation has disclosed that alleged politicians who claim to be able to do things at City Hall have encouraged property owners to seek abatements upon the understanding that one half the deduction in taxes will be turned over to them as compensation for the exerting of their influence.

Obviously these political fixers are not the small fry. They are the falsely labeled "big fellows" who know, from experience, that favors can be sometimes obtained, if the proper kind of persuasive influence is employed.

There is no reason why the large property owners should not pay taxes in proportion to the taxes paid by the small home owners. In any final analysis it is just as burdensome for the small taxpayers to discharge his annual obligations to his city as it is for the owner of a building in the business district.

We are impressed with the consideration which Mayor Curley has shown to the small taxpayers. He has indicated his determination to protect their interests to the limit, even though it becomes necessary to seek criminal prosecution of conspirators who would relieve themselves of the burden of municipal taxation by shifting the load to those less able to bear it.

MANCHESTER UNION 4/26/31

Dartmouth-Stanford Game in Hub Reported

WILL TAKE PLACE IN STADIUM ON ORIGINAL PLAN

Boston College Alumni To Withdraw Objections to Contest

B. C.-HOLY CROSS MAY PLAY AT WORCESTER

Curley Now Expected To Reverse Decision on Matter

BOSTON, April 24.—(AP)—The Boston Herald says that the Dartmouth College-Stanford university football game will be played in the Harvard stadium on November 28 as originally scheduled.

The Herald says that the objections of Boston College alumni against the game being played in conflict with the annual Boston College-Holy Cross game, scheduled in Boston on the same day, will be withdrawn.

Withdrawal of the alumni protest will leave the way clear for Mayor James M. Curley to reverse his decision against allowing the intersectional contest to be played in Boston on the day of the Boston College-Holy Cross game.

The Herald says that while the Stanford-Dartmouth game in the Stadium on November 28 is now assured, the site of the Boston College-Holy Cross game, scheduled for Braves field on the same day, has become uncertain, with Holy Cross alumni making a strong effort to have the game transferred to Worcester.

Mayor Cur[illegible] recently said he would not give his consent to a Stanford-Dartmouth game in Boston on November 28 after Boston College alumni protested that the game would compete for attendance with the big game of the year for Boston College.

WORCESTER POST 4/27/31

TRAFFIC LAWS AND OFFICIALS

A month or two ago a Worcester police officer, entrusted with the duty of affixing "tickets" to motor cars parked illegally in restricted areas, placed one of the tickets on the car provided by the city of Worcester for its mayor. Forthwith the officer was removed from the centre of the city and put out in "the sticks."

The newspapers ferreted out the story and printed it. The officer's stay in "the sticks" lasted but two hours, but the mayor of the city, referring to the episode in a published statement, declared certain policemen as of "low mentality."

One day last week the car of Mayor Curley of Boston was tagged for similar violation of the parking regulations, whereat Mayor Curley wrote a protesting letter about the incident. Followed speedily general orders to the police department from Police Commissioner Hultman to "show every courtesy," not only to Mayor Curley's car but to that driven by the mayor's daughter. To ensure this the police were given the registration numbers of the cars.

Here in Worcester last week a police officer who had been doing traffic duty at Main and Pleasant Streets, was transferred to a less attractive post in another part of the city after he had criticized, while on traffic duty, a member of the Board of Aldermen for the manner in which the latter operated his automobile, the specific criticism being that his car was stopped half way over the Front and Main Street crosswalk used (when they get a chance) by pedestrians.

The alderman complained at the traffic bureau that the officer was "discourteous." Followed apologies to the alderman by chief of police and the traffic officer concerned and then came the officer's transfer to another and, presumably, less satisfactory traffic duty post which, in turn, was followed by the announcement that the transfer was not "directly because of his controversy" with the alderman.

Stories of recent instances, here and elsewhere, of clashes between officers sworn to enforce the laws and officials elected to make the laws may be amusing reading but they are not wholesome examples for those of us who neither make nor enforce laws and who also are in no position to secure the special privilege of immunity from them.

4/20/31
GLOUCESTER TIMES

YOUNGMAN AND CURLEY.

Lieutenant Governor Youngman recently told an audience that he expected to be the Republican candidate for governor next year, and his opponent would be Mayor Curley. He predicted that he would defeat the mayor. Although predictions are rash at this early moment, the lieutenant governor may be right. His suggestion starts one thinking. It is not at all difficult to imagine Mr. Youngman as the Republican candidate. He has proved his ability to get votes especially in last fall's Democratic landslide. He will have served two terms as lieutenant governor, that best of all positions in which to learn the governor's trade. He knows much about our public institutions which it is his duty to visit. He is strong where our present governor is weak, in his knowledge of the state's business. We think he will be the next Republican candidate for governor.

As for Mayor Curley it is quite evident he is constantly trying to take the spotlight from Governor Ely. What he thinks of the governor was made known in his pre primary attacks. He is not content with running the city of Boston, but is interfering in state policies. He is forever trying to make the front page, an art which Governor Ely has not at all mastered. He considers himself an expert in state taxation and has tried without success to marshal the simple selectmen and mayors of the hinterland in his train. He thinks he is a world compeller, and the work of governor of Massachusetts is a mere bagatelle to him. A wonderful man is Mayor Curley, and he suits the Democracy of this state much better than Governor Ely.

If he enters the primaries next year as a candidate for governor one would be rash to say he could not beat Governor Ely. The latter may have sounder views, but the former has the power to get votes. He has magnetism and personality. If Youngman meets Curley next year, who will be victor? If the same petulance against prohibition persists, Mr. Curley could win. However, the voters will by that time get the full weight of Governor Ely's increased taxation, and a reaction to the Republican pay as you go policy is not improbable.

4/25/31
NEW BEDFORD MERCURY

MAYOR CURLEY'S AUTOMOBILE TAGGED; HE CHARGES SPITE

Boston, April 24 (AP)—Mayor James M. Curley left a barber shop today to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of the city, was embarrassed to put it mildly. "I thought his car was No. 350, not 577," said Dolan. "I suppose I'll be transferred to the sticks."

When asked about the affair, Traffic Commissioner Joseph Conry said, "It's a nice day."

Police Commissioner Eugene C. Hultman would not even discuss the weather.

The mayor, who said he did not blame Patrolman Dolan, professed to see Leo Schwarz as the villain in the piece. Just previous to the tagging he had received Mr. Schwarz's resignation as assistant police commissioner. Referring to the tag as a "vent to your spleen," he forwarded it to Schwarz with "my compliments."

4/26/31
NEW BEDFORD STANDARD

CURLEY SEES SPITE IN TAGGING CAR

Boston, April 25 (AP)—Mayor James M. Curley left a barber shop Friday to find his automobile tagged for violation of a traffic ordinance and the mayor was just as disturbed as any private citizen.

Patrolman John F. Dolan, who pinned the tag on the mayor's car, with visions of grazing land on the outskirts of thecity, was embarrassed.

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SPRINGFIELD REPUBLICAN 4/26/31

Visit of Japanese Royalty Gives Boston Great Thrill

Sidewalks and Windows Crowded as Prince and Princess Make Round of Official Receptions—Gov Ely Presents Paper Knife and New Penny

Boston, April 24—(AP)—Old Lady Boston craned her neck today for a glimpse of the tiny wife who is having a glamorous honeymoon as the bride of a prince.

Sidewalks were lined and office windows crowded as Prince and Princess Takamatsu of Japan passed from one official reception to another in a day crowned by an official dinner given by Mayor James M. Curley tonight.

Gov Joseph B. Ely, former Gov Alvan T. Fuller, and high representatives of the army and navy and the clergy were among the 500 guests at the affair.

Earlier in the day the imperial couple were greeted at the State House and city hall. Gov Ely gave them a paper knife and a new penny after the old Yankee tradition that friendship may be severed by the gift of a sharp instrument unless a coin accompanies it.

At city hall Mayor Curley presented the key to the city of Boston to Prince Takamatsu and smilingly dubbed the princess acting mayor "with everything that goes with the office except the salary."

Cultural Boston had its inning in the afternoon as the prince and his bride attended a Boston symphony orchestra concert.

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GAZETTA DEL MASS 4/25/31

The tax situation in Boston is serious enough without having any addition hitched to it by an abatement racket which has no legitimate basis.

While it may be inconceivable to some persons, who con not understand the attitude of the executives of the big corporations, the fact that one railroad corporation, whose property is assessed for $8,000,000 wants a reduction of $3.-000,000 and that another public service corporation, which holds very valuable franchises from the people of Bosotn, is demanding a similarly heavy abatement, shed a little light upon the character and the power of the groups which Mayor Curley has begun to fight.

It has been well said that big corporations are without souls. They promise much and they know how to obtain considerations and concessions which are beyond the reach of the average citizen. We wish Mayor Curley well in his campaign and hope that nothing will dissuade him from achieving his purpose.

HYDE PARK INDEPENDENT 4/24/31

CITY PLANNING BOARD WANTS COMFORT STATION IN MUNICIPAL BUILDING

Proposed Police Station Site Is Not Feasible for Several Reasons; Municipal Building Suggested as an Ideal Location; If Plan Is Accepted Arrangements Will Be Made for Keeping That Part of the Building Open on Sundays

The city planning board, to which Mayor Curley referred the question of installing a Comfort Station at or near Cleary Square, has made its report. The proposal to locate it in the 18th Precinct Police Station does not seem feasible for several reasons. To remodel the building as constructed would be very costly. Space needed for the activities of the department would be too greatly curtailed, and leaving part of the station open to the unrestricted use of the public, would not be compatible with the occupancy by the department.

The board recommends that in view of the close proximity of the Municipal Building the needs could more easily be met by increasing the present facilities without interfering with its use by the citizens of Hyde Park and would allow for arrangements being made to keep that part of the building open on Sundays.

This problem has been unsolved for many years and the citizens of this district were sadly neglected in this respect. We can now feel safely assured that with the decision of the planning board we have obtained one advantage towards the welfare of the community.

The Independent is always behind the people in aiding them to acquire the necessary improvements to make Hyde Park a better place in which to live. The spirit and cooperation of the good people of this district will obtain for them, and their section of greater Boston, the desired wants to make their district stand out as an ideal spot in which to make their home.

GAZETTA DEL MASS 4/25/31

THREAT OF INDICTMENTS WILL HALT BOSTON TAX RACKETEERS

The threat of Mayor Curley to seek indictiments against lawyers, politicians and property owners, who are accused of conspiring to secure tax abatements, is the most drastic move ever made by any mayor of Boston to protect the taxpayers.

If the facts at the disposal of city officials warrant the action which the mayor has threatened, it is hoped that there will be no delay in starting the prosecutions of those who are trying, without right, to reach into the city treasury, and secure money which must come from the pocketbooks of the small taxpayers.

Evidently the big property owners have decided that the time is opportune to press their demands for tax reductions. The period of depression which has hit them as hard, but no harder, than it has hit the owner of a dwelling house, has been seized upon as the psychological time for demanding relief from taxation.

Mayor Curlep has declared that he will stop a "racket" which really threatens to disrupt the financial structure of the city. We hope that he will achieve success. He is acting wisely, if drastically, to protect the great majority of the taxpayers of Boston.

Usually in tax cases it is the small home owner who pays his bills, perhaps under protest that he feels the assess ment is too high, but without thought of resort to his right to ask for an abatement.

It is not so with the "big fellows" who have learned that political influence can sometimes be purchased to gain tax reductions.

In the present situation it appears that lawyers and property owners do not form the group which has asked for abatements of many millions of dolars on property assessed in the aggregate for $150,000,'00. Investigation has disclosed that alleged politicians who claim to be able to do things at City Hall have encouraged property owners to seek abatements upon the understanding that one half the deduction in taxes will be turned over to them as compensation for the exerting of their influence.

Obviously these political fixers are not the small fry. They are the falselv labeled "big fellows" who know, from experience, that favors can be sometimes obtained, if the proper kind of persuasive influence is employed.

There is no reason why the large property owners should not pay taxes in proportion to the taxes paid by the small home owners. In any final analysis it is just as burdensome for the small taxpayers to discharge his annual obligations to his city as it is for the owner of a building in the business district.

We are impressed with the consideration which Mayor Curley has shown to the small taxpayers. He has indicated his determination to protect their interests to the limit, even though it becomes necessary to seek criminal prosecution of conspirators who would relieve themselves of the burden of municipal taxation by shifting the load to those less able to bear it.

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WORCESTER TELEGRAM 4/26/31

Will Ely Choose to Run

Rumor Persists of Governor's Unwillingness to Seek Re-election, But an Obvious Effort to Crowd Him Out Might Cause Him to Try to Stay In

By BEACON HILL

BOSTON, April 25.— Some time ago a man died in Seattle, and the date for his funeral had been set and the necessary arrangements for the sad ceremony had been made. His brother arrived from Los Angeles, to pay his last melancholy respects to the departed. The hour for the services arrived, the brother was on hand, as were other relatives and friends. Only the minister was missing. He had been unavoidably detained.

Time passed; the mourners became impatient. At last one of the relatives approached the brother, and suggested that he might fill in the interval of waiting by saying a few words about the deceased. So this brother stood up before the assembled throng, and began as follows:

"My friends, I did not know my brother very well, but now that I am on my feet I would like to say a few words to you about the beauty and the progress of beautiful Los Angeles."

Any effort accurately to gauge the present political situation is likely to end no more satisfactorily than that. The Republicans, or some of them, find pleasure in talking about the pay-as-you-go policy, and the Democrats like to recall the statesmanship of Thomas Jefferson, but none of them is eager to venture an opinion as to the party advantages, if any, in the present situation; and no one likes to prophesy as to what is to come from it for use in 1932—a year which is drawing ever nearer, as years have a way of doing.

The rumor persists that Governor Ely will not be willing to seek a re-election. He has said nothing, so far as we can discover, that warrants that rumor, yet it is heard on many sides. Potential candidates in both parties are working from that basis. The recent talk by Lieut. Gov. William S. Youngman in Worcester in which he is reported to have predicted that he would oppose and defeat James M. Curley for governor a year from next November is the most notable public instance of this belief.

Yet, whatever may be in the mind of the governor regarding another term, prophecies are risky at this stage of the political game. If we assume that the governor is now disinclined, or that he has been always disinclined, for a second term, it remains true, as political history teaches the observant, that two influences may yet operate to change the situation. First, circumstances may so shape themselves that the party will draft Mr. Ely to run again. That is, if when the time comes for designating possible candidates it appears that the governor's popularity is such that he has an excellent chance of winning re-election, and it also appears that no other Democrat has anything like so good a chance, then the party may very likely bring such pressure to bear upon him that he will feel compelled, despite any personal inclination to the contrary, to allow the use of his name. That is, his renomination may be forced by the opinion of his party.

The second influence which might keep him in the picture would be a too persistent and too obvious effort of others to crowd him out. It is one thing for a man voluntarily to put from him a nomination. It is another thing altogether to stand acquiescent while others take it away from him. There are some indications of an effort to shove the governor aside, for the political advantage of others. He must see these, as others see them. A continuance of them would probably force him to decide in favor of seeking renomination and re-election.

The Governor's Popularity

The measure of the governor's popularity and strength is not easily taken now. We may not gauge it precisely by the degree of success he is having or is not having with his financial program. There is a good deal of emotion and sentiment in politics. People vote as they feel quite as much as under the dictates of cold logic. A successful legislative program does not always presage individual success at the polls; nor does failure, or a shortened success, necessarily spell defeat.

What the people like is a fighter. Consider the psychology of the present situation affecting the governor. He has been making and is making a fight—for what? To get money appropriated or borrowed by means of which he can relieve the unemployment situation. That is a popular thing to do. Whether he gets the money, or part of it, or none of it, is likely to make a less lasting impression on the voters' minds than the fact that he has been making his fight.

A failure or dilution of his program is quite as likely to do political injury to those who cause such failure as to him whose program is thus destroyed or made largely ineffective. The governor has been making a number of speeches on this theme of spending money, and he has done so

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WORCESTER POST 4/26/31

Boston Cops Ordered Not to Molest Cars of Mayor or Daughter

Officer Who Tagged Curley Car Expecting Transfer To "the Sticks"—Hubbub in Hub as Result of Incident Which Parallels Experience of Mayor O'Hara

Duplicates Mayor O'Hara's Experience

MAYOR JAMES M. CURLEY
of Boston

(Special to The Post)

BOSTON, April 25 — Boston's cops went on the street today with the order to leave Mayor Curley's automobile alone hereafter still ringing sharply in their ears.

Boston Hubbub

His car was tagged yesterday and since then political, police and practically every other circle in Boston has been going around like a hoop with development following on development swiftly and entertainingly and no sign of the hubbub settling down for some time.

One upshot of the tagging of the mayor's car was the statement by Police Commissioner Hultman that he would stand behind his cops, if they're right. But observers saw the tagging officer looking wistfully toward duty out in "the sticks" and a third was the order that neither must Mayor Curley's motor car be tagged or molested in any way.

Boston's tagging is along the lines of that in Worcester. A special squad handles it, or at least did until Traffic Commissioner Conry and Police Commissioner Hultman got into a squabble about it. Now cops are stationed every other block in the business district with tags and pencils. They're setting bookkeeping records that are causing office chiefs in big business places some envy.

Toomey Incident

Worcester's "non-fix 'em" tags are patterned after those in Boston and like the present situation here, got some attention from official administrative forces some time ago, when Patrolman Toomey tagged Mayor O'Hara's car while it was in a restricted area on his beat and chauffeurless.

When Mayor O'Hara's chauffeur returned to the official chariot and found the tag he ran to the Mayor with it. Officer Toomey was transfered to "the sticks" and Mayor O'Hara penned a scathing arraignment of the police department during which he called them men with "low mentality" but Officer Toomey was back on his old beat within two hours.

Mayor Curley's chauffeur, Charles Manion, parked the car on Province Street yesterday. The mayor went to a nearby barber shop for a shave. The mayor's chauffeur went places too. When the mayor was spicked and spanned and emerged from the barber shop he found a reception committee of Province Street hangers-on waiting to inform him that the official car had been tagged.

Offers to "fix it" were ignored by the mayor and he immediately wrote a letter to Atty. Leo Schwartz, police attorney in which he referred to him as the assistant police commissioner and putting him "on the spot." Mayor Curley enclosed the tag.

Duller Pencil

Officer Dolan, who did the tagging, told reporters he didn't know the car was the mayor's, that he had the registration numbers wrong apparently and that he saw a beat out in the sticks as his reward. But he was still in Province Street, with a little duller pencil today.

Commissioner Hultman's first reaction was a statement that he would support his officers, after he had been told that Mayor Curley had made public his letter to "Assistant Police Commissioner Schwartz" whose resignation as secretary of the city planning board had been demanded, and received, by Mayor Curley. Mayor Curley alleged Schwartz was behind the tagging.

Last night and today, officers going on duty were given the numbers of the mayor's and of his daughter's cars and specifically instructed to keep their hands off them.

In addition to ordering that every courtesy be extended to the mayor and his family, particularly as to parking, Commissioner Hultman also directed Capt. Martin H. King of Patrolman Dolan's station, and Patrolman Dolan himself to immediately furnish him with complete reports of the incident.

Patrolman Dolan told reporters the mayor's car, which he thought was 350, the daughter's number, instead of 576, was parked eight minutes on Province Street though Mayor Curley said it could not have been there more than a minute and a half.

As in Worcester, the Boston police simply make a record of the first tag and of the second unless in the second case a traffic tie-up results. Prosecution sometimes comes with the third or fourth violation.

LOWELL SUN 4/25/31

CONTROVERSY NOT SETTLED

BC Alumni Head Denies Changed Status of Football Discussion

McLaughlin Still Opposed to Dartmouth-Leland Stanford Game

BOSTON, April 25, (AP)—Edward A. McLaughlin, president of the Boston College Alumni association, today said the Dartmouth-Stanford, Boston college-Holy Cross football date controversy was still deadlocked. He denied any settlement had been reached whereby Dartmouth would meet Stanford in the Harvard stadium on the same day the Jesuit rivals were opposing each other at Fenway park, November 28.

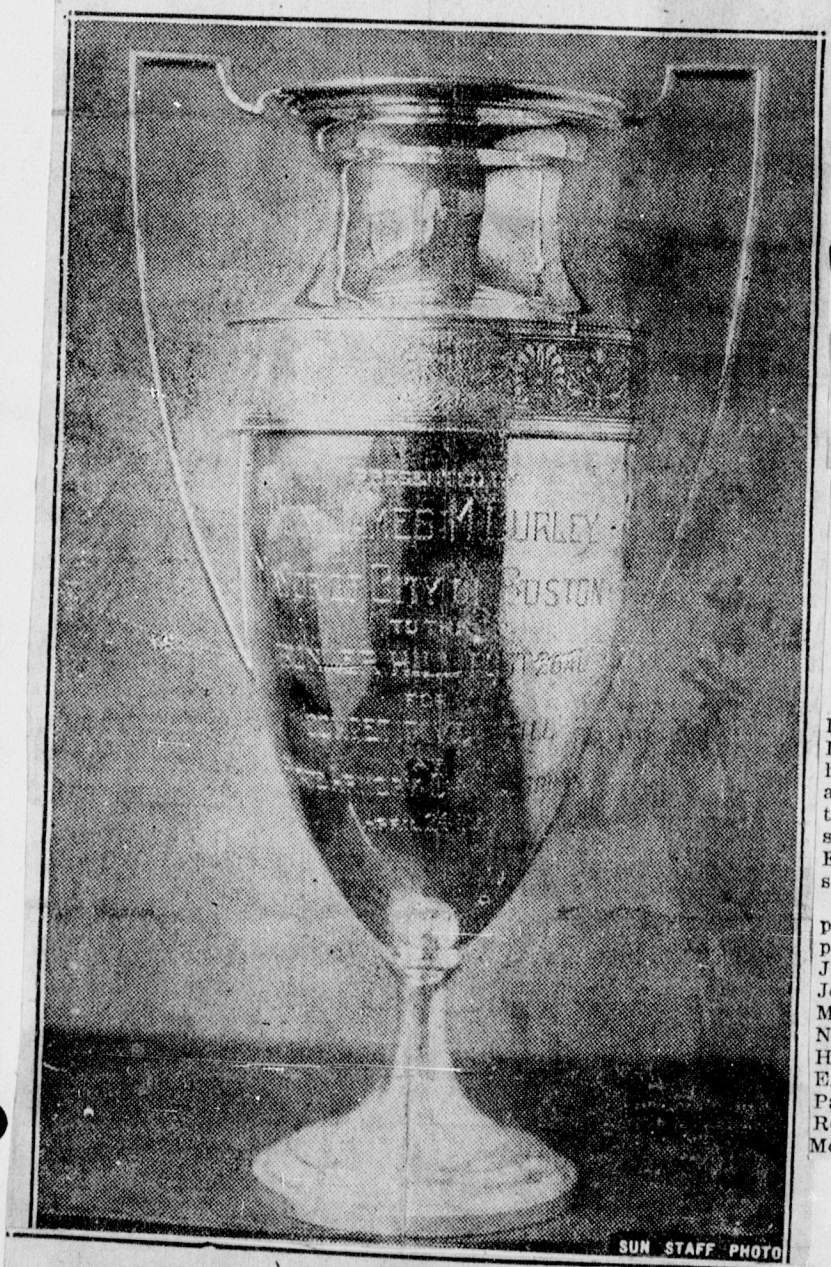
McLaughlin said the BC alumni had not retracted its protest against the Dartmouth-Stanford game being held in the same city, the same day and the situation remained just as it had before William J. Bingham, director of athletics at Harvard, had conferred with him yesterday.

Mayor James M. Curley of Boston had refused to permit the Big Green to meet the Cardinals at the stadium because the game would interfere with the attendance at the Holy Cross-Boston game. The stadium is in Boston and through an agreement the city has the right to sanction games played there, in which Harvard is not a participant.

LOWELL SUN 4/25/31

Lowell CMTC Co. Wins Trophy in Boston

Lowell CMTC Drill Squad Wins Mayor Curley Trophy At Charlestown Contest



THE MAYOR CURLEY TROPHY WON BY LOCAL BOYS

In its first competition since it was organized, the Lowell CMTC drill company last night went to Charlestown where it bested crack National Guard and Legion outfits, attained a perfect score and returned to Lowell with a handsome silver loving cup, donated by Mayor James M. Curley of Boston. The local boys were given a perfect score of 15 points; Co. L of the National Guard came second with 12 points, while Cambridge post of the American Legion was awarded third place. The five judges, all members of the regular army or the National Guard, were unanimous in their selection of the Lowell company, the only junior outfit in the competition.

The Curley cup was presented to Commander Raymond Fraizer by Theodore Glynn, former fire commissioner of Boston, who represented Mayor Curley. In making the presentation, Mr. Glynn praised the efficiency and appearance of the Lowell platoon.

The competition was sponsored by Bunker Hill post, 26, American Legion, and was held in the state armory. The cup was inscribed as follows:

Presented by
Mayor James M. Curley
To the
Bunker Hill Post 26, AL
For Competitive Drill
at the
State Armory, Charlestown
April 24, 1931

The Lowell company participated last evening under the asupices of Lowell post, 87, American Legion, and has been preparing for the event for a number of weeks under the direction of Lt. Henry E. McGowan, instructor and organizer, and Captain Edward J. Jennings, assistant drill instructor.

Capt. Fraizer commanded the company in the drill, and the boys who participated were as follows: Corp. Joseph A. Cullinan, Corporal John Gallagher, Corporal Robert Means, Corp. John Fenlon, Ralph Noonan, Charles Noonan, Edmund Hoar, Charles Day, Joseph Goudling, E. Vincent Latham, Francis Murphy, Paul Tucker, Thomas Daley, Thomas Robbins, Edward Corcoran and Paul McNeely.

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WORCESTER TELEGRAM 4/26/31

amiably and persuasively. He makes an agreeable personal impression on his hearers. In other words, since his coming to the governorship he has been building up a considerable personal popularity.

On the Republican side, Lieutenant-Governor Youngman remains the only conspicuously probable candidate of his party for the governorship thus far. This, because he has made it perfectly plain that he will be a candidate for the nomination, and no one else has done anything of the sort. His bold declaration at Worcester a week ago tonight did two things: It clinched his primary candidacy, and it sharpened the issue for the Democratic primary.

Mr. Youngman won a substantial victory when the Senate, by a rising vote of about 3 to 1, approved the budget item giving to the lieutenant-governor and the executive council an appropriation for secretary, stenographer and clerk. Here was a test of Mr. Youngman's strength, in an atmosphere not supposedly committed to his gubernatorial candidacy.

There is always the possibility that Gaspar Bacon may leap all the hurdles at once and place himself in the race for the first place on the ticket; but he has said nothing thus far warranting the expectation that he will do so. His strength specifically would lie in the issue of prohibition. More than others of prominence, he has identified himself with the wet side of this controversy. If the Republicans of the state decided to make prohibition the paramount issue, and determined to seek recapture of the state through the avenue of anti-prohibition agitation, then Mr. Bacon would automatically become the logical candidate for governor.

Mr. Bacon, however, has other claims on the governorship than his enthusiasm in opposition to the 18th amendment. He might approach this high office on other issues, which in the past have much interested him and which he has discussed with exceptional intelligence and statesmanship. If he prefers to approach the governorship on those lines, other than prohibition, he has, his friends say, little or nothing to gain by entering the primary this next year in opposition to the lieutenant-governor, but will be more inclined to wait, seeking in 1932 the nomination for second place—which he can have on a platter, all decorated with watercress and floral adornment. His pathway thence to the governorship would not be difficult. It would be as near a sure thing as politics often offers.

Mr. Fuller and Others

Thus we may assume, perhaps, Mr. Youngman to be a candidate for the first place nomination, and at present standing an A No. 1 chance of getting it. We may assume that the second place is Mr. Bacon's for the asking, if he wants it. Yet it is probable that someone will oppose Mr. Youngman for the head of the ticket. Who?

Mr. Fuller's name has not been mentioned during the week. It is an off week. There is no means of knowing whether or not he will enter the contest. Thus far there is nothing to indicate that he intends to do so. He does not mind being called a back-seat driver. He probably has heard the old story of the man who drove up to the gasoline station and asked the attendant if he had any gas that would stop knocking. When the attendant said that he had some, the man at the wheel said:

"Well, then, just give my wife on the back seat a glassful."

But the former governor has not been knocking. He has been offering criticism which accords with his views of government; and any former governor has an unquestioned right to do that. To argue from such utterances of an ex-governor that they mean his re-entry into the active field in the primary is to stretch the point.

We have two other former governors who are in the political mind as potential candidates for public office—Frank G. Allen and Channing Cox. Mr. Allen has been singularly silent since laying down the responsibilities of government. A number of occasions have offered themselves which he might legitimately have used to put his views before the public. These he has not utilized. He has stepped, apparently, entirely outside the political picture. Whether or not he has permanently retired from political life will be demonstrated within the next few months. If he has any intention of coming back he will have to make a start soon.

The name of Channing Cox enters simply because it is ever present in party discussion, and this despite the fact that he has resisted every effort to draft him back into public service. Mr. Cox is a man who grew rapidly in office. He left the governorship much stronger than he entered it. It is probable that he could not be induced again to plunge into the difficulties and tribulations of active candidacy, yet there is talk on the Hill of urging him to allow the use of his name as a possible candidate for governor in 1932.

Discussion on the Hill relative to the law regulating the choice of delegates to the national convention has emphasized some brisk intraparty politics, affecting future Republican party control in this state. The present national committeeman, Louis K. Liggett, will in the natural course of events retire from that position not later than 1932. A definite movement is on foot to have John Richardson, No. 1 Hoover man, succeed him. Meantime, some of the party who do not look forward with anything like enthusiasm to such a change, will try to persuade Mr. Liggett to seek retention of his present position for another four years; or if not that, then to use his power, which is considerable in the party, to designate his own successor—not, presumably, Mr. Richardson.

There is a group of Republicans whom their friends want very much to place in leadership of the party—Richardson, Christian Herter, Henry Parkman, Jr., for instance. Eben Draper was in this same classification, and though he crowded himself into the political background by his ill-advised statement following his primary defeat by Mr. Butler, it is entirely possible that the next year may see him again in a place of party prominence.

Democratic Friction, Too

None of these events and tendencies operates at all towards building party harmony; but if there is potential discord in the present condition of the Massachusetts Republicans, so there is

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WORCESTER TELEGRAM 4/26/31

among their adversaries, the Democrats. Friction characterizes both parties at the moment. The governor leans on some Republicans quite as much as on members of his own party; and there is likelihood that he will be obliged to do so even more as time passes. The pressure on him in the cases of several important appointments is more than likely to irritate conditions in his own party, and no one knows this better than the governor.

The Anderson dinner is still a topic for discussion in the state house corridors, where candidacies are made and destroyed daily. "What the Republican Club ought to have done," said one of the oldtime wiseacres this week, "was to hold a dinner to discuss prohibition, allotting an equal amount of time to the wets and the drys. This is a big issue, but the party has taken no official stand on it for 1932 yet. If the Anderson dinner meant anything political at all it means that the club was seeking to read all the drys out of the Republican party. Migosh, haven't they got votes? We can't afford to lose 'em, no sir!"

4/26/31

SPRINGFIELD REPUBLICAN

Boston rarely gets through a week without its political comedy. Last week Mayor Curley's automobile was tagged by the police while it stood on Province street, just outside the City hall. The mayor suspects that the tag was placed there with malice aforethought—in so far as it is possible to do a strictly legal act with malice aforethought. And this act was terribly legal. Traffic Commissioner Conry, a Curley lieutenant, has been engaged in a picturesque dispute with Police Commissioner Hultman, and it is a strange coincidence that the mayor's car should have been discovered illegally parked so soon after the outburst. The mayor specifically charges a demonstration of spleen against Commissioner Hultman's legal adviser, Leo A. Schwartz, who was recently removed from the zoning board. Boston's administrative squabbles make good comedy all right, but it is not so sure that they make good advertising for Boston.

PORTLAND PRESS-HERALD 4/26/31

Controversy Over Boston Grid Date Far From Settled

B. C. Alumni Head Denies Retraction Of Stadium Game Protest

Boston, April 25—(AP)—Edward A. McLaughlin, president of the Boston College alumni association, today said the Dartmouth-Stanford, Boston College-Holy Cross football date controversy was still deadlocked. He denied reports that a settlement had been reached whereby Dartmouth would meet Stanford in the Harvard stadium on the same day the Jesuit rivals were opposing each other at Fenway Park, Nov. 28.

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Mayor James M. Curley of Boston had refused to permit the Big Green to meet the Cardinals at the Stadium on the grounds that the game would interfere with the attendance at the Holy Cross-Boston College game. The Stadium is in Boston and through an agreement, the city has the right to sanction games played there in which Harvard is not a participant.

McLaughlin denied several other statements which appeared in a Boston newspaper this morning. He said the H. C.- B. C. game under no circumstances would be shifted to Worcester, the home city of Holy Cross. Contracts for the game had been signed by the athletic directors of the two colleges and called for the game to be played at Fenway Park, he explained. He also denied that Boston College planned to enter into an agreement with Harvard for the use of the Stadium in 1932.

The meeting of the Jesuit colleges has been one of the big sporting events in this state for years, and the date has always been set as the Saturday after Thanksgiving, so that it would not conflict with any other big games in this vicinity and assure a large attendance.

Harvard extended an invitation to both Dartmouth and Stanford to play here on that date and Dartmouth alumni and undergraduates have strenuously objected to any action which would take the game out of New England.

LOWELL COURIER-CITIZEN 4/27/31

LOWELL C. M. T. C. CAPTURES TROPHY

Drill Team Wins First Prize in Contest in Charlestown Armory.

In their first competitive drill and competing against drill teams from National Guard units and American Legion posts in and around Boston, the Lowell C. M. T. C. Association drill team won first prize in a drill held Friday night in conjunction with a ball in the Charlestown armory, sponsored by the Bunker Hill post, American Legion.

The Lowell boys were conceded only slight chance against their more elderly opponents but their showing was so far superior to the other six

LOVING CUP WON BY LOWELL C. M. T. C. ASSOCIATION DRILL TEAM.

teams entered that the Lowell boys were awarded first honors by all five judges of the contest. The boys brought back to Lowell with them a huge loving cup donated for the event by Mayor James M. Curley of Boston.

The drill company was led by Capt. Raymond Frazier and after the boys completed the regular infantry drill, their efforts were rewarded by great applause from the 2000 persons present at the drill and military ball. The Lowell boys then went out to give their exhibition drill and so perfect did they perform the different marching and rifle maneuvers that go to make up their repertoire, that as they were marching from the floor at the finish the applause throughout the hall was deafening.

The judges, three regular army officers and two National Guard officers, gave the Lowell group a mark of 15 out of a possible 15 points. The boys who made up the Lowell company were as follows: Edward J. Jennings, assistant instuctor; Corps. Joseph Cullinan, John Gallagher, Robert Means, John Fenlon, Privates Charles Noonan, Edmund Hoar, Charles Day, Ralph Noonan, Paul Tucker, Thomas Daley, Thomas Robbins, Edward Corcoran, E. Vincent Lathem, Francis Murphy and Paul McNeeley.

The Lowell C. M. T. C. Association is sponsored by Lowell Post, 87, American Legion, and is directed and drilled by Lt. Henry E. McGowan.

WORCESTER POST 4/27/31

Curley Clashes With Youngman

Bitter Exchange of Personalities by Two Officials

BOSTON, April 27—The controversy between Lieut.-Gov. Youngman and Mayor Curley over the mayor's deletion of Youngman's name from the list of guests invited to meet Prince and Princess Takamatsu at a banquet of the Japan Society of Boston became one of bitter personalities.

The lieutenant-governor began hostilities by a statement declaring that the mayor "whose name has graced the city pay rolls in white collar positions since he was a boy would not want to offend royalty by having among the guests of the city a Republican lieutenant-governor who once earned his living by the work of his hands."

The mayor then attempted to sting Youngman with this statement:

"I had extended an invitation to Gov. Joseph B. Ely to be present and represent the commonwealth. If the name of Lieut.-Gov. William S. Youngman was excluded from the list of guests, he furnished an excellent reason for it by his statement, as only gentlemen and ladies were invited."

Youngman, his vitality undiminished, immediately countered with the following:

"The mayor's late statement is not a denial of his act. I suppose he means to imply that the Japan Society, of which Mrs. Youngman was a member, sent him a list of officials including some who were not gentlemen and whose wives were not ladies."

By this time the mayor had gone to bed.

NEW BRITAIN RECORD

FOOTBALL GAME IS A PROBLEM

Boston Mayor Will Stick To Decision Until B. C. Asks for Change.

Boston, April 24 (INS)—Upon the Boston College Alumni rested today the fate of the proposed Dartmouth-Leland Stanford football game scheduled to be played at Harvard Stadium next Nov. 28, but which had been banned by Mayor James M. Curley because it would interfere with the annual Boston College-Holy Cross game set for that date.

Mayor Curley made it plain that he will stand by his original position until the Boston College alumni ask him to change.

Conferences between William J. Bingham, director of athletics at Harvard and Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, revealed that an understanding was reached by which the date of November 28 for the proposed Dartmouth-Stanford game might be allowed.

WORCESTER GAZETTE 4/28/31

HARVARD "HIGH TABLE" PRAISED BY CURLEY

Boston Mayor Says Institution Democratic

CAMBRIDGE, April 28 (AP)—Mayor James M. Curley of Boston, guest-of-honor last night at the "high table" at Lowell House, Harvard University, believes the "high table" dinner a very democratic institution.

Boston's self-made first citizen was the central figure among a group of a score of Harvard's foremost scholars. As guest of honor, he sat to the right of House Master Julian L. Coolidge. Prof. E. K. Rand, head of the Harvard department of classics, sat to the mayor's right and Prof. Thomas Nixon Carver, one of the foremost economists in the country, sat directly across the table from the mayor.

His belief in the democracy of the "high table" was expressed with fervor. The Lowell House "high table" has been widely criticized as "aristocratic" and smacking too much of an "un-American Oxford."

Mayor Curley said: "I can't see that there's anything undemocratic about it. The boys sit down on the main floor and talk about what they're interested in, and the others sit up on the platform and talk about what they're interested in. It all seems very natural and very pleasant."

The mayor spent two hours in the common rooms with his hosts after dinner in pleasant conversation.

WORCESTER POST 4/28/31

Tagging Dispute Breaks Out Anew in Boston

Police Commissioner Hultman Slated to Receive Scorching Letter From Mayor Curley, And He Is Dragged Over Red Hot Coals by City Council On Police Purchases

(Special to The Post)

BOSTON, April 28—The controversy over Boston parking and tagging conditions, which was fanned into a bright flame when Mayor Curley's car was tagged, broke out anew today.

Police Commissioner Hultman was slated to receive a scorching letter from Mayor Curley and he was dragged over red hot coals by the Boston City Council which leaped into the argument with both feet late yesterday.

Defending the action of the mayoral chauffeur in parking in a double line, Councillor Robert Gardiner Wilson, Jr., called upon the commissioner to stop not only the double parking but the triple parking which he claimed was allowed cabs of a "favored taxi company."

At his demand, the council passed an order insisting that Police Commissioner Hultman reconsider his determination to dress up the policemen this summer with leather puttees, Sam Browne belts and new uniforms. The expense of the extra uniforms at this time and the opposition to wearing leather in the summer were given to condemn the regalia.

Explain Purchases

To top off the session, the council invited Commissioner Hultman to appear before its executive committee next Monday to explain proposed purchases of police automobiles, tires, tubes and other equipment. At this meeting several other department heads will appear in an effort to obtain mass purchasing to secure lower prices.

In a communication to the mayor, Commissioner Hultman yesterday reported that he could "find no evidence to support the opinion that Leo Schwartz, legal adviser to the police department, was connected with the tagging matter in any way whatsoever." This was in answer to the mayor's contention that his car was tagged on orders from Schwartz, who resigned from the zoning board at the mayor's demand.

With the letter from the commissioner was the tag which he suggested should be returned to the Milk Street station by Chauffeur Charles Manion, rather than mailed to headquarters by the mayor.

Sarcastic Reply by Mayor

Members of the mayor's staff declared that the policeman who carried the commissioner's message to City Hall illegally parked his car beside the fire hydrant opposite City Hall while making the delivery.

At the commissioner's suggestion the mayoral chauffeur returned the tag to the Milk Street station, starting it on its way through the official channels.

Acknowledging the commissioner's letter, the mayor wrote to Mr. Hultman: "I beg you will accept of my sincere appreciation for the exceptional courtesy which you have displayed to me and the office which I occupy in this entire matter. I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case at least, is lacking."

Commissioner Hultman declined to comment on the mayor's letter, explaining that he preferred to reserve any statement until the message should officially come before him.

Councillors Israel Ruby of Dorchester and Clement A. Norton of Hyde Park directed scathing attacks on the Hultman activities in regard to the mayor's official car, in line with that of Councillor Wilson.

WORCESTER POST 4/28/31

Curley Is Guest At "High Table"

Thinks Harvard Event Very Democratic

CAMBRIDGE, April 28 (AP)—Mayor James M. Curley of Boston, guest of honor last night at the "high table" at Lowell House, Harvard University, believes the "high table" dinner a very democratic institution.

Boston's self-made first citizen was the central figure among a group of a score of Harvard's foremost scholars. As guest of honor, he sat to the right of House Master Julian L. Coolidge. Prof. E. K. Rand, head of the Harvard department of classics, sat to the mayor's right and Prof. Thomas Nixon Carver, one of the foremost economists in the country, sat directly across the table from the mayor.

His belief in the democracy of the "high table" was expressed with fervor. The Lowell House "high table" has been widely criticized as "aristocratic" and smacking too much of an "un-American Oxford."

Mayor Curley said: "I can't see that there's anything undemocratic about it. The boys sit down on the main floor and talk about what they're interested in, and the others sit up on the platform and talk about what they're interested in. It all seems very natural and very pleasant."

The mayor spent two hours in the common rooms with his hosts after dinner in pleasant conversation.

ATHOL CHRONICLE 4/27/31

In accordance with privileges granted him by an old law, the Mayor of Boston is exempt from observing traffic regulations. Police may tag the Mayor's car every day, but he has the legal power to stop any court action. Here is a new and attractive advantage in being Boston's chief executive.

NORTHAMPTON GAZETTE 4/28/31

CURLEY DINES WITH SCHOLARS

Boston Mayor Finds "High Table" at Harvard Is Very Democratic

Cambridge, April 28—(AP)—Mayor James M. Curley of Boston, guest-of-honor last night at the "high table' 'at Lowell house, Harvard university, believes the "high table" dinner a very democratic institution.

Boston's self-made first citizen was the central figure among a group of a score of Harvard's foremost scholars. As guest of honor he sat to the right of House Master Julian L. Coolidge. Prof. E. K. Rand, head of the Harvard department of classics, sat at the mayor's right and Prof. Thomas Nixon Carver, one of the foremost economists in the country, sat directly across the table from the mayor.

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QUINCY NEWS 4/28/31

RAP LOUD SPEAKERS

Radio loudspeakers would be quieted after midnight under a resolution adopted by the Boston city counsel yesterday. The measure is now on its way to Mayor Curley for signature or veto.

SPRING FIELD NEWS 4/28/31

BOSTON TO BAN 'TALKIES' BASED ON SEX, CRIME

City Council Adopts Order Calling for Strict Censorship

Boston, April 28—The spring cleaning season is in full swing and this reputedly old-fashioned community has moved to add objectionable talkies to the banned-in-Boston family.

The city council has adopted an order under which City Censor John M. Casey would see to it that nofilms with sex and crime plots were shown at theaters open to children. Mayor James M. Curley was requested to instruct Censor Casey accordingly.

"I'm neither a reformer nor an informer," said Councillor Thomas H. Green of Charlestown, sponsor of the order, "but it is about time that we should stop all this stuff about sugar-daddies, party girls, gunmen, racketeers, rum-runners and other junk that is being served up to the youngsters in the movies."

Dr Seth F. Arnold, councillor from the Back bay, thought the duty of keeping children from undesirable shows devolved upon parents, but a majority of the council lined up with Green.

And upon motion of Councillor Edward M. Gallagher a supplementary order prohibiting the displaying of posters in theater lobbies and on billboards to advertise gangster and sex movies was adopted.

President Joseph McGrath was of the opinion that Capone, Rothstein and other notorious gangsters were being depicted as "liberal, charitable and well-meaning citizens, whose motives were misunderstood."

"Criminologists try to tell us that gunplay and crime waves are the result of the World war," McGrath said, "yet they admit that the crimes of today are being carried out by youths of 18 and 20."

VIRGINIA'S OLDEST OFFICER

Richmond, Va.—Sergt Patrick Boisseau of the Richmond police force claims to be Virginia's oldest office holder. He is 81 and is entering his 61st consecutive year of public service in Richmond. He was sheriff at Danville during the race riot there in the early nineties. Once, almost single-handed, he turned back a mob seeking to attack the jail to secure a Negro prisoner.

QUINCY NEWS 4/28/31

Hub Council Joins Curley, Hultman War

Boston councilors jumped into the war between Mayor Curley and Police Commissioner Eugene C. Hultman yesterday by adopting an order calling for postponement of the latter's decision to dress the men with new uniforms, leather puttees and Sam Brown belts this summer. It was argued it was expensive.

The discussion followed introduction of details regarding the tagging of Mayor Curley's car by the police, the return of the tag to the department, and the subsequent exchange of letters between the executive and Hultman, in which the proprieties were observed. Readers, however, sensed an undercurrent of sarcasm, in the epistles.

One of the developments of the day was the announcement by Commissioner Hultman that he would act to end the political pressure being exerted by a small army of persons interested in the appointment or promotion of men in his department and his issuance of a general order that he will discharge any officer who causes any person to interfere in his behalf or in behalf of a fellow officer. Appointment of several sergeants and a police captain is pending.

LOWELL SUN 4/28/31

MAYOR CURLEY LAUDS HARVARD "HIGH TABLE"

CAMBRIDGE, Apr. 28 (AP)—Mayor James M. Curley of Boston, guest-of-honor last night at the "high table" at Lowell house, Harvard university, believes the "high table" dinner a very democratic institution.

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EAST BOSTON ARGUS-ADVOCATE 4/28/31

SULLIVAN RAPS BILL

Strongly Opposes Measure to Borrow $1,250,000 for East Boston Airport

NOT WANTED HERE

Flying Field a Nuisance and of No Value to this Section. Property Values Sink

Rep. Al Sullivan spoke right out in meeting Tuesday at the session of the House of Representatives, for 15 minutes, in opposition to the measure, sponsored by Mayor Curley, giving the Mayor, representing the City of Boston, authority to borrow $1,250,000 outside the debt limit for the airport improvements. "I am against this appropriation of a million and a quarter," said the representative, "because I am satisfied that this vast outlay of money will not be of any benefit to the people of East Boston, whom I have the honor to represent. Already the City of Boston has expended the stupendous sum of approximately ten millions of dollars for the development of the Boston airport, situated at East Boston, and there is no tangible evidence of any revenue coming back to the city on account of the pampering of the mostly outside interests that control this aviation field. The mayor of this ciity has been kidding the people of East Boston long enough—too long, in fact—telling them of his deep interest in their material and mental welfare, and he, as well as Park Commissioner William P. Long, have not kept promises made time after time, to give the people of East Boston needed improvements in the way of increased playground areas and bathing beaches. In these days of industrial depression when the howl of the wolf is heard at so many thousands of doors of good people, suffering through no fault of their own, when sick and under-nourished babes and children need the assistance of sensible projects that will give them more of God's sunshine and the blessings of health and privilege to enjoy life properly, at such a time as this, I repeat, it is an affront to the people of East Boston for the ones supposed to have its best interests at heart, to advocate this extravagant waste of the good money of the taxpayers of Boston, and it is time to cry a halt on this swashbuckling and prancing, this catering of supposed champions of the people, who have scarcely ever considered the feasibility or the justice of encouraging employment at the local airport, to residents and citizens of East Boston. I am satisfied that my expression of opinion, and my vote on this matter, will meet with the approval of my constituents, and I do not propose to be bullied or cajoled into advocating this, or any other measure, when my honest convictions and the dictates of my conscience prompt me to act otherwise."

AIRPORT NUISANCE

Trying to Lay Infant Industry on East Boston's Own Doorstep

Many of the leaders at the State House fell for the idea of an airport expenditure in big figures at the East Boston site, first because they thought the people were favorable to the enterprise and second because East Boston politicians seemed to be a unit for it. But everybody in East Boston knows that an airport is not wanted as a permanent thing here, and the people will never stand for it, no matter how great and extraordinary may be the expenditures authorized by state or city or by both. The objections to the airport at that site are so fundamental that the voters would be justified in taking any steps in opposition to it short of physical force and revolution. These objections have to do first, with the noise and destruction of property values to the homes of 70,000 people, and second with the fact that it appropriates the site purchased by the state for purposes of marine development.

The good fellows of the National Guard who anxiously campaigned for a state expenditure of $250,000 for hangars to house nine airplanes of the air forces, made the tactical mistake of insisting on East Boston as the location for those hangars. East Boston does not want an airport or hangars, or the sinking of $250,000 or a million dollars or ten million dollars of state money as scheduled for an airport within its territory. What East Boston wants is the full reservation of the state land, fronting on the best and only remaining water front of the main harbor channel for seaport and railway terminal purposes. It may not be this month or this year and it may not be for several years, that this land will be actually needed for piers, docks and railway terminals for the commercial marine interests of Boston and New England. But any set of air promoters or light minded politicians who think that East Boston, after waiting for thirty years, is going to surrender its birthright for a mess of pottage, would better commence revising their political future from this day onward. There are more than 70,000 people in East Boston who would vote at the rate of 99 to one, to move the airport out of East Boston immediately. They know now that it is a noisy nuisance of the first magnitude and must not be tolerated in the midst of this community of homes. They also know that the airport is of no business advantage and that the opposite is the case. The flying business hasn't got any financial right to impose on a community like East Boston where, for many years to come, the enterprise will not be able to pay dividends on the cost of its oil and gasoline. We are sorry to have to characterize an infant industry in this way; but nobody ever had any right to lay this child on our East Boston doorstep. We, speaking for the citizens of East Boston, refuse to accept this economic weakling or to adopt it to the exclusion of the legitimate offspring of the community. East Boston was made famous by the clipper ships of Donald McKay and the community has a right to look forward to a rebirth of a shipping era on its waterfront reserved for the purpose to compare with the old time prosperous days. The state acquired hundreds of acres of waterfront land in East Boston for marine purposes and to develop the port of Boston. Nothing on earth or in the air shall be permitted to stand between the community of East Boston and its purpose to drive the airport from its borders, and to restore its waterfront on the main harbor channel to the uses of a commercial marine development.

LOWELL COURIER-CITIZEN 4/29/31

STANFORD GAME TO BE PLAYED; B. C. WITHDRAWS

McLaughlin Tells Curley Boston College Alumni Won't Oppose Contest with Dartmouth Nov. 28.

DECISION FOLLOWS "PEACE" CONFERENCE

Boston Mayor Ready to Grant Harvard Necessary Permission to Loan Cambridge Stadium for Intersectional Contest Next Fall.

BOSTON, April 28 (AP).—A luncheon, tendered by William J. Bingham, director of Harvard athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni Association, today smoothed the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on Nov. 28.

During the meal, McLaughlin, whose protest to Mayor James M. Curley prompted that official to announce that he would not sanction the intersectional clash because it would conflict with the annual Boston college-Holy Cross game, and Heneage speeidly rid the controversy of all misunderstandings and reached an amicable agreement over their conflicting games.

Protest Is Withdrawn.

After parting with his host and Heneage, McLaughlin visited the City Hall and told Mayor Curley that it would be for the best interests of all five colleges concerned if he reconsidered his decision of April 10. The Boston college official said he had been assured that those responsible for the scheduling of the Dartmouth-Stanford game would would have selected another date if they realized it would conflict with the annual clash betwen the Massachusetts Jesuit college teams, which provides both with most of its athletic revenues.

The mayor again was quick in heeding McLaughlin's suggestion and notified Bingham that he had reconsidered his refusal and would now gladly issue Harvard a permit to lend its athletic plant to Dartmouth and Stanford. Under an old agreement with the City of Boston, Harvard can not turn its stadium over to outsiders without the mayor's permission.

Curley Writes Approval.

"I have been informed of a letter written me by His Honor Mayor Curley," [illegible] "in reference to the Dartmouth-Stanford game which was originally scheduled to be played in the stadium on Nov. 28, 1931, subject to the approval of the mayor of Boston.

"Since his honor has approved, the stadium will be available to Dartmouth and Stanford on that date. I am happy that arrangements have been made which are satisfactory to the authorities of Boston college and Dartmouth."

Mayor Curley's ban was condemned editorially by The Dartmouth, a student daily, which pointed out that only a few of the student body would be in a position to see their team play its return game with the Californians if the contest was forced away from Boston.

Hotel Men Urged New Decision.

Among the others who earlier urged the mayor to reconsider was the Boston Hotel Men's Association, whose spokesman emphasized the fact that his fellow members, as well as Boston merchants in general, would suffer a $500,000 loss if the game was not played here. He predicted that visitors attracted by the stadium game would spend that amount during their stay here.

SALEM NEWS 4/28/31

Mayor Curley Is Dinner Guest of Harvard's Elect

James M. Curley was the central figure last night at one of Harvard university's most talked-of academic functions—a Lowell House "high table" dinner.

With 300 undergraduates looking on from their tables on the main floor, the mayor dined on a raised platform with more than a score of Harvard's most distinguished scholars.

Mayor Curley has not spent much of his busy life within academic circles and most of Harvard's scholars have not mingled to any great extent with practical politicians. Nevertheless, this meeting between the man of action and the men of thought was mutually agreeable.

The mayor said he spent one of the most interesting evenings of his life, and if he was imupressed by his hosts, they were not less impressed by His Honor.

LAWRENCE EAGLE 4/29/31

CURLEY RELENTS AS TO STANFORD GAME

Notifies Bingham He Has Reconsidered His Refusal to Issue Permit For Contest With Dartmouth in Stadium Nov. 28

BOSTON, April 28 (AP)—A luncheon, tendered by William J. Bingham, director of Harvard athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni association, today smoothed the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on Nov. 28.

During the meal, McLaughlin, whose protest to Mayor James M. Curley prompted that official to announce that he would not sanction the intersectional clash because it would conflict with the annual Boston College-Holy Cross game, and Heneage speedily rid the controversy of all misunderstandings and reached an amicable agreement over thei rconflicting games.

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"I have been informed of a letter written me by his honor, Mayor Curley," Bingham said tonight, "in reference to the Dartmouth-Stanford game which was originally scheduled to be played in the stadium on Nov. 28, 1931, subject to the approval of the mayor of Boston.

"Since his honor has approved, the stadium will be available to Dartmouth and Stanford on that date. I am happy that arrangements have been made which are satisfactory to the authorities of Boston College and Dartmouth."

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FALL RIVER HERALD-NEWS 4/29/31

ABOVE THE LAW?

James M. Curley is a rather important citizen as citizens are rated in this country of ours. James M. Curley is mayor of the city of Boston and that is no mean distinction. Mr. Curley may have grown so great that he is superior even to the laws; sort of a man apart as it were whose person or property should not be contaminated by a traffic violation tag or a summons to court.

Many letters have been written and much has been published since Mr. Curley's official car was tagged by someone working for Police Commissioner Hultman.

The fact appears established that there was a violation of the traffic laws. Policemen in Boston and elsewhere in Massachusetts are supposed to enforce the laws impartially. Even a man so great as Mr. Curley is not supposed to be exempt.

Mr. Curley deplores the lack of common sense in handling the case and well he may. He has set himself on a pedestal above the law and he doesn't belong there.

When Edmond P. Talbot was mayor of Fall River his car was tagged. He didn't like it, of course, but he went to court and paid his fine like a real citizen who seeks no special favors or immunities. Mr. Curley might have done likewise and stood a lot higher in the estimation of many people

LOWELL SUN 4/29/31

GRID SQUABBLE SMOOTHED OVER

Dartmouth and Stanford To Play In Stadium Nov. 28 After All

Boston College Withdraws Objections to Intersectional Clash Next Fall

BOSTON, April 29 (AP)—Permission has been granted to Dartmouth and Stanford to hold their intersectional football game at the Harvard Stadium November 28.

Mayor James M. Curley of Boston, who refused permission for the use of the stadium for the game on that date because of the conflict with the Boston-College-Holy Cross game, has reconsidered at the request of Edward A. McLaughlin, Jr., president of the Boston College Alumni association.

McLaughlin, William J. Bingham, director of Harvard Athletics, and Harry R. Henage, director of athletics at Dartmouth, held a conference yesterday and last night announced an amicable agreement had been reached. McLaughlin visited Mayor Curley, and asked him to withdraw his objections. Last night the mayor announced that he would gladly issue a permit for the game.

QUINCY NEWS 4/29/31

Dartmouth-Stanford to Play in Stadium Nov. 28

The 1931 intersectional football game between Dartmouth and Stanford will be played, as originally scheduled, at Harvard Stadium, November 28 as result of withdrawal of the objection of Alumni of Boston College, whose objective game with Holy Cross is played here annually on the last Saturday of November.

Thus the Dartmouth-Stanford and Boston College-Holy Cross games both will be played here November 28.

Because of the objection of the B. C. Alumni to staging of the intersectional game on the same day as the traditional Boston College-Holy Cross contest, Mayor James M. Curley has refused a license for the Dartmouth-Stanford game at Harvard Stadium, situated in Boston.

But Mayor Curley reversed his decision and granted the license after Edward A. McLaughlin, president of the Boston College Alumni association, formally withdrew that body's protest.

McLaughlin in his statement to Mayor Curley said that William J. Bingham, Harvard athletic director, and Harry R. Heneage, Dartmouth athletic supervisor, assured him "that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them the matter would have been handled in a way which would have prevented the present unfortunate conflict."

In his note to Bingham, sanctioning the intersectional game, Mayor Curley referred to the action of the Boston College Alumni as "sportsmanlike and commendable."

LEOMINSTER ENTERPRISE 4/29/31

STANFORD GAME WILL BE HELD

Mayor Curley Reconsiders and Nov. 28th Contest Will Be Played.

BOSTON, Apr. 29 (AP)—A luncheon tendered by William J. Bingham, director of Harvard Athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni Association, yesterday cleared the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on Nov. 28.

During the meal, Heneage and McLaughlin, whose protest to Mayor James M. Curley prompted that official to announce that he would not sanction the intersectional clash because it would conflict with the annual Boston College-Holy Cross game, speedily rid the controversy of all misunderstandings and reached an amicable agreement over their conflicting games.

After parting with his host and Heneage, McLaughlin visited the City Hall and told Mayor Curley that it would be for the best interests of all five colleges concerned if he reconsidered his decision of April 10. The Boston College official said he had been assured that those responsible for the scheduling of the Dartmouth-Stanford game would have selected another date if they realized it would conflict with the annual clash between the Massachusetts Jesuit College teams, which provides both with most of its athletic revenues.

The mayor again was quick in heeding McLaughlin's suggestion and notified Bingham that he had reconsidered his refusal and would now gladly issue Harvard a permit to loan its athletic plant to Dartmouth and Stanford. Under an old agreement with the city of Boston, Harvard cannot turn its stadium over to outsiders without the mayor's permission.

BROCKTON ENTERPRISE 4/29/31

Not many would find anything unusual in the headline "Ruth Hurt," but one reader who uses intellect as well as eyes discovered that each word is made of the same four letters.

April, May, June, July—thus the months are speeding by.—(Yarmouth Register. Gracious sakes! 'Fore we can say "when" Labor day'll be around again.

"Tag! You're it," says playful Hultman to Mayor Curley. Hon. Michael's restrained retort is more caustic than surly.

We're all st[illegible]ting on the path to thrift, saving [illegible]ylight if nothing more.

BEVERLY TIMES 4/29/31

DARTMOUTH AND STANFORD TO MEET AT STADIUM, NOV. 28

Mayor James M. Curley of Boston yesterday gave his approval to the holding of the Dartmouth-Stanford football game in the Harvard stadium on Saturday afternoon, Nov. 28, the original place and date.

This approval was given in a letter to William J. Bingham, director of athletics at Harvard, after a receipt of a letter from Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, withdrawing the objections which caused the mayor's denial to Dartmouth to use the stadium on the grounds that it would conflict with the annual Boston College-Holy Cross game on that date.

The McLaughlin letter was the outcome of a series of conferences with the mayor, Bingham and Harry R. Heneage, supervisor of athletics at Dartmouth, which were held during the past week. There were two conferences yesterday, McLaughlin first meeting Heneage and then consulting with the mayor.

The withdrawal of the Boston College objection and the automatic approval of the mayor were foretold in The Herald last Saturday morning, April 25.

It ends an intercollegiate-political controversy which exploded two weeks ago and which inovelved Boston College, Holy Cross, Harvard, Dartmouth and Stanford.

The only matter which now remains to be settled is the site of the Boston College-Holy Cross game. It is expected that within the next month, or less, it will be known whether the contest will continue to be held in Fenway park in Boston or will be shifted, for one year at least, to Fitton field, the atletic plant of Holy Cross in Worcester.

FALL RIVER HERALD NEWS 4/29/31

GREEN'S TILT WITH STANFORD AS SCHEDULED

Boston College Alumni Withdraw Objections and Contest Sanctioned

BOSTON, April 29 (U.P.)—The 1931 intersectional football game between Dartmouth and Stanford will be played, as originally scheduled, at Harvard stadium November 28, as result of withdrawal of the objection of alumni of Boston College, whose objective game with Holy Cross is played here annually on the last Saturday of November.

Thus the Dartmouth-Stanford and Boston College-Holy Cross games both will be played here November 28.

Because of the objection of the B. C. alumni to staking of the intersectional game on the same day as the traditional Boston College-Holy Cross contest, Mayor James M. Curley had refused a license for the Dartmouth-Stanford game at Harvard stadium, situated in Boston.

But Curley reversed his decision and granted the license after Edward A. McLaughlin, president of the Boston College Alumni Association, formally withdrew that body's protest.

McLaughlin in his statement to Curley said that William J. Bingham, Harvard athletic director, and Harry R. Heneage, Dartmouth athletic supervisor, assured him "that if the question of any interference with the annual Boston College-Holy Cross game had occurred to them the matter would have been handled in a way which would have prevented the present unfortunate conflict."

In his note to Bingham, sanctioning the intersectional game, Curley referred to the action of the Boston College alumni as "sportsmanlike and commendable."

PITTSFIELD EAGLE 4/29/31

Day's Doings on Beacon Hill

TODAY

House and senate meet at 2 p. m.

Weekly meeting of executive council.

Committee on towns hears petition that the county of Franklin be authorized to sell certain land to the town of Greenfield and that Greenfield be authorized to use for highway purposes a part of its Memorial hall property.

YESTERDAY

Suggestion that motorists involved in fatal accidents be taxed $25 and the money turned over to a fund to permit persons injured by hit-and-run drivers to recover made to the senate ways and means committee.

Senate kills bill for a state fund for workmen's compensation.

House refuses a third reading on a bill which would have increased the examination fee for those taking the bar examinations from $15 to $25.

A brief debate was evoked in the senate over the question of its action Monday in passing to be engrossed the bill extending the jurisdiction of the juvenile courts over children who have passed the legal age limit. The bill would extend jurisdiction from 17 to 18 years of age. The motion was to reconsider the vote. At the end of the debate the senate, 14 to 13, laid the motion to reconsider on the table.

Development of Fort Point Channel and South Bay territory, in Boston's coastal area, through the filling in of the waterways there at a cost of $6,821,800 was favored by Mayor Curley and others when the matter came before the house committee on ways and means. It is estimated that there will be a return of $6,083,600 on the investment, chiefly through sale of land reclaimed by the filling.

The $1,250,000 bill for the development of the East Boston airport was passed to be enacted by the house without debate.

Amendment Rejected

By a vote of 64 to 31 the house rejected a proposed amendment to the representative town meeting bill whereby no action at a representative town meeting would be effective until five days after the vote, during which time 3 per cent of the voters may call for a referendum. The amendment was characterized as unwise because the bill in question was merely a standard form under which towns may come in by special acts.

Bill to establish a board of registration in barbering passed its first crisis of the present year when house refused to follow a committee recommendation that bill be rejected.

Adverse committee report on the bill to exclude trackless trolleys from provisions of the motor vehicle laws was set aside by the senate and the bill given its first reading.

(CONTINUED)
MANCHESTER UNION 4/29/31

The mayor again was quick in heeding McLaughlin's suggestion and notified Bingham that he had reconsidered his refusal and would now gladly issue Harvard a permit to lend its athletic plant to Dartmouth and Stanford. Under an old agreement with the city of Boston, Harvard can not turn its stadium over to outsiders without the mayor's permission.

"I have been informed of a letter written me by his honor, Mayor Curley," Bingham said tonight, "in reference to the Dartmouth-Stanford game which was originally scheduled to be played in the stadium on Nov. 28, 1931, subject to the approval of the mayor of Boston.

"Since his honor has approved, the stadium will be available to Dartmouth and Stanford on that date. I am happy that arrangements have been made which are satisfactory to the authorities of Boston College and Dartmouth."

Mayor Curley's ban was condemned editorially by the Dartmouth, a student daily, which pointed out that only a few of the student body would be in position to see their team play its return game with the Californians if the contest was forced away from Boston.

Among the others who earlier urged the mayor to reconsider was the Boston Hotelmen's association, whose spokesman emphasized the fact that his fellow-members, as well as Boston merchants in general, would suffer a $500,000 loss of the game was not played here. He predicted that visitors attracted by the stadium game would spend that amount during their stay here.

WORCESTER TELEGRAM 4/29/31

CURLEY SANCTIONS DARTMOUTH-STANFORD GAME

LUNCHEON ENDS FOOTBALL ROW

Harvard, Dartmouth and Boston College Men Meet

STANFORD TO PLAY

Mayor Curley Reconsiders on Permit After Conference

BOSTON, April 28 (AP)—A luncheon, tendered by William J. Bingham, director of Harvard Athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni association, today cleared the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on Nov. 28.

During the meal, Heneage and McLaughlin, whose protest to Mayor James M. Curley prompted that official to announce that he would not sanction the intersectional clash because it would conflict with the annual Boston College-Holy Cross game, speedily rid the controversy of all misunderstandings and reached an amicable agreement over their conflicting games.

After parting with his host and Heneage, McLaughlin visited the City hall and told Mayor Curley that it would be for the best interests of all five colleges concerned if he reconsidered his decision of April 10. The Boston College official said he had been assured that those responsible for the scheduling of the Dartmouth-Stanford game would have selected another date if they realized it would conflict with the annual clash between the Massachusetts Jesuit college teams, which provides both with most of its athletic revenues.

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Holy Cross authorities have previously announced that their game with Boston College will go forward as originally scheduled, since all contracts had been signed.

MANCHESTER UNION, 4/29/31

MAYOR OF BOSTON REVERSES STAND ON GRID PERMIT

Acts After Boston Alumni Head Urges Him To Reconsider

HAS LONG CONFERENCE WITH HARRY HENEAGE

Hub Hotelmen Also Asked Curley To Change Decision

BOSTON, April 28—(AP)—A luncheon, tendered by William J. Bingham, director of Harvard athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni association, today smoothed the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on November 28.

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McLaughlin Visits Mayor.

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CONTINUED

NEW BEDFORD MERCURY 4/29/31

CURLEY WITHDRAWS BAN ON STANFORD-DARTMOUTH GAME

BOSTON'S FOOTBALL ROW IS AMICABLY SETTLED

Boston College Alumni Association Withdraws Objections and Mayor Announces Stanford-Dartmouth Game May Be Played on Same Day as the B. C.-Holy Cross Contest

Boston, April 28 (AP)—A luncheon, tendered by William J. Bingham, director of Harvard athletics, to Harry R. Heneage, his Dartmouth colleague, and Edward A. McLaughlin, president of the Boston College Alumni association, today smoothed the way for Dartmouth's use of Harvard stadium for its intersectional football game with Stanford on Nov. 28.

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SPRINGFIELD NEWS 4/29/31

CURLEY SAYS DOYLE'S SUSPENSION TOO EASY

Boston, April 29—Chairman Simon E. Hecht of the board of overseers of public welfare will receive a letter from Mayor Curley today declaring that indefinite suspension is not sufficient in the case of William R. G. Doyle, a visitor employed by the overseers, who has been in the city service 20 years. The inference was the mayor feels Doyle should be discharged.

Reports reached Mayor Curley that a Mrs Nellie Young of 169 West 8th street, South Boston, last Friday accused Doyle of attacking her in a side room at the overseers' building on Chardon street. The woman was taken to the Haymarket Relief station and later notified the police that she would not prosecute.

4/29/31
NEW BEDFORD STANDARD

CURLEY GIVES PERMISSION

Dartmouth and Stanford to Play Game at Harvard Stadium on Nov. 28 as Planned

Boston, April 29 (AP)—Permission has been granted to Dartmouth and Stanford to hold their intersectional football game at the Harvard stadium Nov. 28.

Mayor James M. Curley of Boston, who refused permission for the use of the stadium for the game on that date because of the conflict with the Boston college-Holy Cross game, has reconsidered at the request of Edward A. McLaughlin Jr., president of the Boston College Alumni association.

McLaughlin, William J. Bingham, director of Harvard athletics, and Harry R. Heneage, director of athletics at Dartmouth, held a conference yesterday and last night announced an amicable agreement had been reached. McLaughlin visited Mayor Curley, and asked him to withdraw his objections. Last night the mayor announced that he would gladly issue a permit for the game.

BROCKTON TIMES 4/29/31

STADIUM GAME IS SANCTIONED

BOSTON, April 29 (A. P.)—Permission has been granted to Dartmouth and Stanford to hold their intersectional football game at the Harvard Stadium Nov. 28.

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GARDNER NEWS 4/29/31

Dartmouth will play its Leland Stanford game in the Harvard Stadium Nov. 28. James Michael Curley, Lord Mayor of Boston, yesterday agreed to such an arrangement at the request of Edward A. McLaughlin, Jr., Boston College alumni head, thereby reversing a previous decision and ending an unpleasant muddle. The Eagles may play their tilt with Holy Cross, scheduled for the same day, in Worcester on Thanksgiving day. McLaughlin had previously objected to the game being played on the grounds that it would interfere with the Eagles-Crusaders' game.

LOWELL SUN 4/29/31

Mayor Curley's chauffeur has returned the police tag placed upon the mayor's car by one of the traffic officers. We suppose the mayor was cautioned or lectured at the police station, as we have heard somewhere that the law is no respector of persons. The tagging officer was at work at last accounts.

PITTSFIELD EAGLE 4/29/31

GAME CERTAIN FOR STADIUM

Dartmouth and Stanford To Play November 28 as Originally Booked

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BROCKTON ENTERPRISE 4/29/31

Dartmouth Granted Use Of Stadium

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PITCHBURG SENTINEL 4/29/31

Another historic spot in Boston was appropriately marked yesterday when Charlie Ofria, Province street barber shop proprietor, daubed with bright yellow paint the curb in front of which Mayor Curley parked his automobile which resulted in the controversy which has created a furore in the Hub for a week.

MALDEN NEWS 4/30/31

An Unnecessary Duello

NEWSPAPER READERS are frequently entertained these charming spring days by the exchange of left handed compliments between Police Commissioner Hultman and Traffic Commissioner Conry, and between Mayor Curley and Lieutenant-Governor Youngman. The Conry-Hultman affair bears all the marks of being a real scrap with much personal feeling on both sides. The Curley-Youngman clashes, on the other hand, have a rather artificial air; the emotion seems to be whipped up; it is a campaign duel between two party candidates that we seem to be watching. The amusing thing is that though neither the Mayor nor the Lieutenant-Governor is at present a candidate for high office, each behaves as if he were and as if the other were, too. Mr. Youngman assumes that he is to be the next Republican candidate for Governor and that Mayor Curley is to be the next Democratic candidate. The Mayor less frankly, but by implication nevertheless, seems to be making the same assumption. There is no other reasonable ground for their castigation of one another; they have no other quarrel that anyone knows of. However, the nominations have not yet been made. It is possible and even somewhat probable that neither gentleman will be called on to head his party's ticket in 1932. It might be wiser, even if the newspapers offered less entertaining reading, for the Mayor and Lieutenant-Governor to save some of the breath they are now wasting, until a legitimate occasion for its expenditure presents itself.

LOWELL COURIER-CITIZEN 4/30/31

MONEY IN COLLEGE SPORT.

The courteous letter of Edward A. McLaughlin jr., president of the Boston College Alumni Association, withdrawing opposition to the playing of the Dartmouth-Stanford game in the Harvard Stadium, closed as satisfactorily as might be a rather unpleasant chapter in the history of college football. Mayor Curley will now allow the game to be played, doubtless enough will be collected in the way of gate receipts to leave a handsome surplus over the expenses of the intersectional contest and it is not impossible that the attendance at the Holy Cross-Boston college game will approach closely to the normal.

Yet one cannot help feeling that the whole incident threw the spotlight upon both the over-emphasis and the professionalism that characterize modern football. The players may be simon pure amateurs, but the colleges which they represent are not. To state the matter fairly and squarely, football is so financed as to pay almost the entire athletic expenses of most of the colleges. The only reason of consequence for objection to the playing of two college games within a few miles of each other on the same date was that the gate receipts of one of the games would be affected. The chief reason that the Holy Cross-Boston college game could not be transferred to Worcester was again money. Possibly the same could not be said of Hanover as the location of the Stanford-Dartmouth game, since that town is rather too far north to expect playable football weather after Thanksgiving.

To hold such views as those just expressed is not to attach special blame to any one of the colleges concerned. That these conditions are not for the best interests of college sport can, however, be asserted with some emphasis. The remedy for them would seem to be, perhaps a paring down of athletic expenses on the one hand, and certainly on the other, the accumulation of a more substantial endowment for the support of athletics. This would not need to be so large as to make it possible to do away with gate receipts, but it might at least be sufficient to enable the colleges which are not situated in large cities to have genuine home games instead of wandering around among the cities in search of a stadium large enough to furnish a profitable gathering of spectators.

4/30/31

LOWELL COURIER-CITIZEN

Crime and sex films are to be barred from Boston movie houses if the Boston City Council has its way. Mayor Curley has been bidden ask the city censor to take immediate action to this end. That such a resolution should be passed in a community infested by "speed kids," "carbarn bandits," and other varieties of the youthful gangster is only natural and, no doubt, right. Some may have misgivings, to be sure, as to the standards under which the present censorship is operated in Boston. It is a delicate matter to decide, anyway, just how much sex may be admitted to a photoplay, perhaps one based on a great classic of the world's strongly sexed literature. Drama without a heavy villain may be pretty tame stuff, and the wild west without a little shooting will lose all its romantic allure to he-boys and she-girls. The effort, at the same time, to keep the kids of East and South Boston, as well as little Johnny Bostonbeans of the Back Bay, from witnessing films that may turn them toward a life of crime is thoroughly laudable.

SPRINGFIELD UNION 5/1/31

CURLEY TO RUN FOR GOVERNOR, AVER FRIENDS

Campaign Quietly Launched, Says Paper, Indicating That Ely's Decision Will Have No Effect.

YOUNGMAN SEEN AS G. O. P. CHOICE

Boston Mayor Reported as Expressing Opinion He Can Defeat Him in 1932 Race.

Special to The Springfield Union.

BOSTON, April 30—Mayor Curley is a candidate for the Democratic nomination for Governor in 1932, according to the Boston Herald, and his campaign, although yet well within the limts of its preliminary phase, has already been quietly launched.

A decision of Gov. Ely to seek renomination will not force his withdrawal in the opinion of his backers.

Believe Governor Will Run.

A report that Gov. Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indication of a decision, already reached, that the Governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the Governor will run again.

Thus far the Mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination, says the Herald, but an accumulation of references to the Governor's office, all pointing to the satisfaction of the Mayor that he cannot be elected in 1932, have created the belief unofficially confirmed today, that he has decided to make another attempt to round out his political career by serving as the Governor of the Commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for Governor," said one of his intimate political friends today when he agreed to answer a direct question after exacting a promise that he would not be named.

See Youngman for G. O. P.

"The Mayor believes that Lieut-Gov. Youngman will be the Republican nominee and he also believes that he can defeat him more easily than he can two or three other Republicans who have been mentioned as candidates against Youngman."

It was admitted that there has been considerable secret work calculated to win support of the Mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov. Ely at recent public gatherings is regarded as a shrewd move by the Mayor intended to show that he is cooperating with Ely, not hampering him.

miscellaneous publications

May 30. — July 29, '31

miscellaneous publications

May 30. — July 29, '31

miscellaneous publications

May 30. — July 29, '31

WORCESTER TELEGRAM 7/26/31

Political Significance in Meeting

International Newsreel Photo

Ostensibly ex-Gov. Al Smith is wishing Franklin D. Roosevelt, the incumbent governor, the best of luck on his fishing trip in Peconic Bay.

Political observers place another angle on the situation. They believe that Smith will sacrifice his presidential ambitions to climb on the Roosevelt bandwagon and that he will name Roosevelt as his choice for the Democratic presidential nomination.

Smith, Roosevelt, Grace N. Y. Democrats' Confab

Leaders in Luncheon Party of 250 Mum on Significance—Washington Sees Roosevelt Boom Spreading

HAMPTON BAYS, N. Y., July 25 (AP)—A group of about 250 Democrats, all good "Smith men" and "Roosevelt men," too, had lunch together here, today, with the leader of their party and the man who, next year, may succeed him as its standard bearer.

It was the largest gathering of state and national political figures at this Long Island town since the days of Charles F. Murphy, when the place was the stamping ground of northern Democracy.

If the luncheon advanced the ambitions of Gov. Franklin D. Roosevelt toward party leadership and the 1932 nomination for the presidency, there was none in the party who would say so. Yet the guests, including Mr. Smith and Governor Roosevelt, all knew something along that line had been expected by the governor's backers.

Norman E. Mack, Democratic national committeeman, James A. Farley, Democratic state chairman; Edward J. Flynn, secretary of state, and Surrogate James A. Foley sat close to the two central figures and talked about everything but politics. Only Mr. Mack and Secretary Flynn made statements and they were brevity itself. Flynn said:

"The great issue in 1932 will be not prohibition but prosperity."

Mack Incorrigably Wet

Mack declared: "I am for a wet plank."

Unofficially the recent remarks of Mayor Anton J. Cremak of Chicago, that Governor Roosevelt is "wet enough" to satisfy the Democracy of Chicago as a presidential candidate, was a topic of conversation. It was gleaned that all Cermak meant was that the New York executive fitted the needs of Chicago's delegation to the national convention, which will demand a wet plank.

Mr. Smith was smiling, loquacious and non-committal when reporters asked if the luncheon had any bearing upon the proposal of a New Yorker as the next candidate for President. It was gathered, however, that he would delay as long as he saw fit in making a committment.

Mr. Smith has been writing newspaper articles daily and each has been prefaced by his own statement that he is leader by reason of his 1928 candidacy. He has enjoyed the role and has no disposition to relinquish it before sentiment has crystallized fully upon his successor, however, anxious his followers and those of Governor Roosevelt may be to draw some such abdication from him.

Wish Something Would Happen

It would be a relief to both of those thinly divided camps if something would happen but today, nothing did.

With Roosevelt-for-President clubs popping up all over the country, however, the embarrassment of the friendly rivals had not abated.

Mr. Smith did not attend a small dinner given to Governor Roosevelt last night. He pleaded a previous engagement and dined with friends at his favorite inn. When Mr. Smith and the governor met by chance on a fishing trip, this forenoon, they exchanged harmless pleasantries and parted quickly.

It was Basil O'Connor, the governor's former law partner, who arranged today's party. Among the guests he invited were James A. Beha, former insurance commissioner; Rep. John F. Carew; Morgan J. O'Brien, Herbert and John McCooey, Jr., sons of the Brooklyn leader; Morris S. Tremaine, state controller, and Mrs. Charles F. Murphy, widow of the late Tammany leader. Samuel Seabury, attorney conducting several investigations into New York city affairs, motored over from his Southampton home.

Roosevelt's Popularity Reported Nationwide

By the Telegram's Washington Correspondent

WASHINGTON, May 25.—Democratic leaders here are frankly astonished at the way in which the Franklin Roosevelt boom, which started months ago in the West and South, is sweeping the country.

Roosevelt today is stronger than Gov. Alfred E. Smith of New York, his predecessor in the gubernatorial office, was before the Democratic national convention in 1928. He has the whole-hearted and enthusiastic support of the southern Democratic leaders who were only reluctantly for Smith and even predicted his defeat. Even the statement during the past week of Dr. Arthur J. Barton of Atlanta, Ga., chairman of the executive committee of the Anti-Saloon League of America, calling upon the dry

tery in memory of the Canadians of this country who died in the war. Superimposed upon the face of the cross, nearly 16 feet above the ground, is a medieval sword, six feet long.

Legion Parade in Detroit

The parade of the American Legion convention last fall, with between 75,000 and 80,000 marchers, was one of the most spectacular and impressive the Hub ever saw.

But Legionnaires from all over the country, and particularly Detroit, where the next annual convention will be, are already planning a "bigger and better" demonstration.

Gen. Guy M. Wilson, chairman of the parade committee, predicts that there will be at least 25 per cent more marchers in line in Detroit than in Boston, but that, because the middle western city has wider streets and only one turn will be necessary, the parade will not last the seven hours it did in Boston.

U. S. S. Pittsburgh

One of the most glamorous of all the navy's fighting ships is the U. S. S. Pittsburgh, recently ordered to the navy yard at Norfolk, Va., for ultimate decommission. The Pittsburgh is the last of the coal-burning cruisers and officials believe that she has more foreign ports than any other ship in the navy.

The U. S. S. Pittsburgh was authorized in 1899, launched in August, 1903, and commissioned March 9, 1905. A cruiser of the second line, has a normal displacement of 13,680 tons, length over all 504 feet, beam of 69½ feet, mean draft of 4.1 feet, trial speed of 22.44 knots. Armament consists of four 8," ten 6", eight 3" (including 2 anti-aircrafts) two 1-pounders, four 3-pounders and one 3" 23 caliber field gun.

She joined the Colorado (Pueblo), West Virginia (Huntington) and Maryland (Frederick) upon being commissioned and they become "Big 4". Reviewed by President Roosevelt in Oyster Bay and then left for China via France and the Suez. Returned to the United States in 1908 and the "Big 4" joined the Tennessee (Memphis) and Washington (Seattle) and the group became the "Armored cruiser squadron." These plus the Oregon, Charleston and St. Louis were the only units of the fleet on the Pacific coast at that time.

From 1908 to 1916 she operated with the fleet from Bremerton to Magdalena bay and west coast of South America. In 1911, Fugene Fly, a pioneer aviator, landed on and took off from a especially built platform on the quarterdeck while the ship was anchored in San Francisco bay. This was the first successful attempt to accomplish the feat. In 1912, the Pennsylvania crossed the Pacific to China, visited there and in the Philippines and returned the same way. In 1914 the name was changed to the Pittsburgh.

In 1916 and 1917, until the war was declared, she carried the flag of the C-in-C Pacific Reserve Fleet, and operated on the west coast of the United States and Mexico. Upon our entry into the war, she was ordered to the Atlantic through the Panama Canal and assigned patrol duty off the coast of Brazil and southward. She based on Rio de Janeiro and visited Montevideo, Buenos Aires and Victoria, Brazil, at intervals.

In 1919 she went to Europe and in 1920 relieved the Chattanoga as flagship of the commander of U. S. naval forces in Europe. She was recalled in 1921 and returned to Philadelphia where she was decommissioned. In 1922, she was again placed in commission and returned to her former station and duty in Europe. From then until 1926 she visited many ports in England, Ireland, Wales, Scotland, France, Italy, Germany, Holland, Belgium, Danzig (free city), Sweden, Finland, Denmark, Esthonia, Latvia, Spain, Portugal, Turkey, Greece, Albania, Egypt, Sicily, Algers, Tunisia, Sardinia, Corsica, Crete, Jugo Slavia and Malta.

In July, 1926, she returned to the New York navy yard, was overhauled and proceeded in October to the Asiatic station via Panama Canal, San Diego, Honolulu and Guam, and relieved the Huron as flagship of the commander-in-chief of the Asiatic fleet. She then listed ports in China, Manchuria, Japan and French Indo-China and made a cruise to several of the southern Philippine islands Indo-China, Siam, Straits Settle- She was relieved as flagship in February, 1931, and started immediately on a six weeks' cruise with the governor-general of the Philippines to French Indo-China, Siam, Straits Settlements, Sumatra, Bali, Java, Celebes and British Northeast Borneo. She returned in April and proceeded to the Norfolk navy yard via Colombo, Suez, Alexandria, Naples, Villefranche and Gibraltar for decommissioning and final disposition.

The Pittsburgh is the last of the "Armored Cruiser Squadron" and in her lifetime has probably visited more places throughout the world and steamed more miles than any fighting ship we have ever had.

BROCKTON TIMES 7/27/31

TOWERS SONS OF ST. GEORGE 6 FINANCE HEAD

Walter H. Towers of Brockton was honored by being elected chairman of the finance committee at the 43rd annual convention of the American Order, Sons of St. George, Friday and Saturday at the Hotel Bradford, Boston. W. Herbert Heamen of East Boston, was elected grand president. Thomas W. Hunter was a delegate from the Earl Shaftsbury lodge, Brockton.

WALTER H. TOWERS

The convention was welcomed to Boston by Mayor Curley. An impressive memorial service followed. The gorup then enjoyed a sail to Pemberton where they were presented with an elaborate banquet by the city of Boston. A reception and banquet followed by a ball was held at the Hotel Bradford.

HAVERHILL GAZETTE 7/27/31

By the Paragrapher

Chicago gangsters had better look out. Mayor Cermak has got one of the shillelahs Mayor Curley brought home from Ireland.

* * * *

If it succeeds in the effort to help Germany, the experience should enable the world to help itself with increased success.

* * * *

A nation-wide search is being made for a man who looks like George Washington; and there's a better chance of finding one than there is of finding a man who acts like the Father of the Country.

LYNN TELEGRAM-NEWS 7/25/31

NEW OVERPASS IS DEDICATED

"Boon To Motorists" Say Speakers At Revere

REVERE, July 25.—State and city officials combined yesterday at impressive exercises marking the dedication of the new overpass at the junction of the boulevard and Broadway. Amid the sound of martial music, Mayor Andrew A. Casassa cut the ribbon throwing this new traffic highway open to the public, and Mrs. Casassa drove the first car over. She was followed by other automobiles containing visiting officials.

Gov. Joseph B. Ely was unable to attend but was represented by Frank M. Bayard of Malden, a member of the Metropolitan District commission. Other prominent personages included Boston's traffic commissioner, Joseph A. Conroy, who represented the mayor of Boston; Major J. Fred Manning of Lynn; Mayor Robert A. Perkins of Melrose; A. C. Ratchesky, American ambassador to Czecho-Slovakia, who accompanied Traffic Commissioner Conroy; J. E. Lawrence, district engineer of the state department of public works, who supervised construction of the overpass, and several others, including the Revere city councilmen and other city officials.

The ofcial dedication party assembled at city hall just before 4 o'clock and at that hour, led by Gove's military band, marched the short stretch of Broadway to the overpass. A large crowd had assembled for the exercises and greete the marchers with apaplause when they reached the reviewing stand.

Mayor Casassa opened the exercises by expressing his appreciation to all those who assisted in any way toward having the legislature authorize the construction of the new artery. He praised the and Mayor John J Whalen of Chelsand Mayor John J. Whale of Chelsea in agreeing to each contribute $5000 toward the cost. He said that Revere was burdened by the large number of motorists who travel its highways as the entrance to the North Shore but said that Revere would cheerfully stand its share of the cost of construction of the overpass as it was a boon to motorists as a whole and the construction of this overpass marked a new era insofar as eliminating traffic congestion is concerned.

Metropolitan District Commissioner Bayrd was the next speaker. He paid a glowing tribute to Mayor Casassa, whose foresight and untiring efforts had helped make the overpass possible. He said that he realized the great value that the overpass would be to thousands of motorists each year and accepted the overpass in behalf of the state and Metropolitan District commission.

Traffic Commissioner Conry, the next speaker, took occasion to rap the Boston Police department by commenting on a remark of Commissioner Bayrd's to the effect that the Metropolitan police department is the best in New England. He said that he agreed with him and noted that he could not say as much for the Boston police. He commended Mayor Casassa for his efforts in obtaining the overpass.

Mayor Manning of Lynn and Mayor Perkins of Melrose were introduced to the assembly, after which Mayor Casassa cut the ribbon and Mrs. Casassa, seated in a light coupe, drove the first car over. She was followed by the fire chief's car in which some of the guests were seated. The next car in line was the Metropolitan District commission car with Capt. John J. Murphy, Capt. Edward M. Woods, the Rev. George Roach and other guests.

The new overpass permits a continuous flow of traffic in all directions. It was erected by M. McDonough, well-known contractor, at a cost of $180,000.

WORCESTER GAZETTE 7/25/31

STRIKE DELAYS WORK AT HUB POST OFFICE

BOSTON, July 24 (INS)—Mayor James M. Curley's mythical cow had high hopes of spending the summer browsing around the new Boston post office site today following the declaration of a strike by union hoisting engineers who protested against having an engineer, not a member of their union, unloading steel from trains to trucks at the Boston & Maine yards.

The striking hoisting engineers, who were engaged in setting up the heavy steel beams used in the construction of the new post office, may by their action, influence the iron workers and teamsters to wall out also, it was feared, unless a conference at the building site today settles the situation.

COURIER-CITIZEN 7/25/31

MAYOR CURLEY SEEN BY TELEVISION ON LINER

S. S. LEVIATHAN, 'N ROUTE TO HALIFAX, July 2 (AP)—Mayor Curley speaking from station WIXAV in Boston was seen and heard on the Leviathan tonight in a television broadcast despite heavy static.

BOSTON CHRONICLE 7/25/31

Citizens Protest Gas Service Charge

Business Men, Housewives, Landlords Mobilizing in Boston and Suburbs to Repeal Utilities Commission's Decision

By Monroe Mason

Boston's gas consumers have been precipitated into a controversy which for several months has been brewing. Its ramifications were not revealed until within recent weeks when scores of dissatisfied landlords, business men and housewives organized against the Consolidated Gas Co. protesting its service charges sanctioned by the Public Utilities Commission.

Several cities and towns within the Metropolitan District have taken the initiative from the Hub and are organizing gas consumers protesting units in order to defy this huge gas octopus as they term it, in continuing to add a service charge each month to gas bills after meater readings. Before electricity became a widespread illuminating factor in homes, factories and sky-scrapers of the nation including Boston and its suburban centers, gas illumination was universal especially among the middle and poorer classes. Electrical illumination and its appliances including radio reception apparatus has, within the past five years, outdistanced gas consumption. They are used by all groups, rich and poor, who buy all sorts of doodads for hook-ups, to cook, read and see by day or night. Even ice has been discarded for keeping foods pure, and ventilating and cooling systems have been installed with electricity as the key furnishing the power for proper control of these contraptions. Gas is yet an economic utility in homes, hotels, chain restaurants and bakeries for baking and cooking for the family also the preparation of foods for retail and wholesale consumption. Measuring gas by meter is a very delicate operation. The gas consumer does not usually understand this mysterious meter reading process. The gas-man appears at intervals during each month of the year to O. K. a gas meter with his book and pencil and proceeds to tally whether or not there is a flaw in the flow thru the pipes or a leak from the main in the street. He adds his totals mechanically for a mass consolidation of figures to complete a tabulation in order to reach an "accurate conclusion" to mail each consumer a monthly gas bill.

The distracted gas consumer, especially the poor who can't afford electricity for illumination, is in constant fear of having the meter locked off if the monthly statement is ignored. Failure to pay for these "mysterious calculations" of the Consolidated Gas meter reader means instant cutting off of light and heat.

Now comes the "service charge"—a fandangled efficiency monopolistic monstrosity for adding financial revenue to the coffers of this huge gas combine. Thousands of gas consumers are thinking and using the above language when they discuss this policy of tacking on their gas bills—a little more—for what!

Mayor James M. Curley of Boston is leading a gas consumers' organization to battle this service charge. Mayors of surrounding cities of Boston have taken up the cudgels against the Consolidated Gas Co. The Public Utilities Commission has never receded from its position in behalf of the gas combine who control this commodity. The Commission may invoke a compromise yet the Commonwealth needs revenue. Taxing net earnings of public utilities is one of the great items of tangibles that the state government relies upon to make public improvements. Combines must make money in order to have their earnings taxed. The poor and rich consumers are indirectly taxed to pay for operation of a public utility sanctioned by the state and nation. However, there is a question in the writer's mind of the wisdom of tacking on to a poor gas consumer's bill during this period of world-wide financial depression, a service charge.

The Consolidated Gas Co. should consider that a monopoly can be destroyed like a nation. A franchise is not worth "Hannah Cooke" if political firebrands throw discretion to the winds and legislate to revoke a charter when a public utility corporation, manipulated by managing directors, force consumers of its product to accept a policy without considering present conditions or subsequent results. A violent political tide is rising. To forecast at this time who will be at the helm of the ship of state and the nation when the water is high would be impossible. All that the keen observer can do is watch the people and warn those in power.

FITCHBURG SENTINEL 7/30/31

Boston Sends Its Message To Aviators

BOSTON, July 30 (AP) — Official Boston today joined with the man in the street in the enthusiasm created by the flight of Russell Boardman and John Polando from New York to Istanbul, Turkey.

"The city of Boston extends most hearty congratulations to you upon the honor which you bring to Boston through your successful flight to Turkey," Mayor James M. Curley cabled to Boardman.

Mayor Curley informed Boardman that a silver victory cup which the city procured to present to him in connection with a contemplated flight to Europe in September, 1930, would be presented upon his return here. The flight which Boardman planned last fall was in the interest of the American Legion national convention held in Boston and was abandoned after his plane was destroyed by fire.

WORCESTER GAZETTE 7/30/31

STATE DEMOCRATS SELECT SEDGWICK

Former Harvard Athlete Is Chosen Committee Treasurer at Wrentham

Special Dispatch to The Gazette

BOSTON, July 30. — Unanimous vote elected Robert Minturn "Duke" Sedgwick, former Harvard athlete treasurer of the Democratic State committee, yesterday, at a meeting in Wrentham.

Sedgwick, prominent anti-prohibitionist, and son-in-law of Rev. Dr. Endicott Peabody, headmaster of Groton school, is representative of the Harvard wing of the Democratic party, which has been on unfriendly terms with Mayor Curley.

He succeeds Daniel R. W. Murdock, of Everett, killed in an accident two months ago in New York. Former Chairman Charles H. McGlue nominated Sedgwick and Charles F. Reardon, former treasurer, and present vice chairman, seconded.

There was no discussion of the rumors that Chairman Frank J. Donohue, who presided, will resign

COURIER-CITIZEN, LOWELL JULY 24, 1931

CHURCHMEN ATTEND O'CONNELL FUNERAL

Cardinal Delivers Brief Eulogy at Brother's Services—Dignitaries Present.

The funeral of Luke O'Connell, brother of William Cardinal O'Connell of Boston, was held yesterday morning at 9 o'clock from his home, 64 Fay street, and was attended by church dignitaries and priests as well as many noted men of the nation, state and city.

The Sacred Heart church, where the funeral mass was celebrated at 10.15 o'clock, was crowded long before the funeral arrived there. Cardinal O'Connell presided at the mass and also present in the sanctuary was Rt. Rev. John B. Peterson, D. D., auxiliary bishop of Boston. The cardinal's escort consisted of Rt. Rev. Msgr. M. J. Spillane and Rt. Rev. Msgr. Richard Burke.

At the close of mass Cardinal O'Connell, in a brief eulogy, spoke of the high character and manly life of his brother and referred to him as a sweet and gentle man whose quiet, secluded life was one of great devotion to his family, his church and his fellow man. "Men who live such lives as his," said the cardinal, "make this world a much brighter place to live in."

The funeral cortege reached the church about 10.15 o'clock, at which time the church was crowded. Pastors of local churches took their places in the sanctuary and the large delegation of priests of the diocese filled several front pews on both sides. The cardinal then entered, followed by Bishop Peterson, and Msgrs. Spillane and Burke, escort to the cardinal. His Eminence occupied a throne on the left of the altar.

The solemn funeral mass was then celebrated by Rev. William J. Kirwin, O. M. I., pastor of the Sacred Heart church. The deacon was Rev. William A. Dacey of the Holy Cross cathedral in Boston, a nephew of the deceased, and the sub-deacon was Rev. T. Franklin Wood, O. M. I. The master of ceremonies was Rev. William D. McFadden, O. M. I, D C. L.

The clerical delegation, seated in the sanctuary and the front pews, was as follows: Very Rev. T. Wade Smith, O. M. I., provincial of the Oblate order; Very Rev. J. Eugene Turcotte, O. M. I., provincial of the French Oblate province; Rev. Dennis A. Sullivan, O. M. I., pastor of the Immaculate Conception church; Rev. John J. Shaw, pastor of St. Michael's church; Rev. John J. McGarry, D. C. L., pastor of St. Patrick's church; Rev. Charles J. Galligan, pastor of St. Margaret's church; Rev. Louis G. Bachand, O. M. I., pastor of St. Joseph's church, Rev. Joseph A. Curtin, pastor of St. John's church, North Chelmsford; Rev. Thomas J. Heagney of St. Michael's church; Rev. Francis Holland, O. C. C., of New York; Rev. William Kelleher, O. M. I., of Newburgh, N. Y.; Very Rev. M. Guerin, C. S. S. R., and Rev. Paul Dugal, C. S. S. R., of the Mission church, Boston; Rev. William M. Stinson, S. J., or Boston college; Rev. C. E. Sheridan of Belmont; Rev. William J. Gorman of St. John's seminary, Brighton; Rev. Daniel F. Gorman, West Lynn; Rev. S. Lonergan, Shirley; Rev. E. B. Connelly, O. M. I., Seattle, Wash.; Rev. Charles A. Finn, St. John's seminary, Brighton; Rev. Owen P. McQuaid, O. M. I., Tewksbury; Very Rev. James H. Dolan, president of Boston college; Rev. M. J. Scanlon of Chelsea; Rev. A. F. McQuaid, St. Margaret's church; Rev. William W. Noonan, O. M. I., D. C. L., Washington, D. C.; Rev. J. L. Tully, O. M. I., of Newburgh, N. Y.; Rev. C. F. Barry, O. M. I., Buffalo, N. Y.; Rev. Aloysius G. Madden, Boston; Rev. Joseph F. Boyd, O. M. I., Immaculate Conception church; Rev. Dennis J. Maguire, pastor of St. Rita's church; Rev. Thomas P. Frawley, Peabody; Rev. P. Di Millo of Emmanuel college, Boston; Rev. T. F. Markham, Haverhill; Rev. James H. Phalan, Marlboro; Rev. Ralph Farrell of the Massachusetts state prison; Rev. Albert L. McDermott, O. M. I., Tewksbury; Rev. Charles N. Cunningham, Dorchester; Rev. J. Andrew Cary, O. M. I., Ottawa university, Canada; Rev. John J. Fletcher, Boston; Rev. Edward J. Campbell, Boston; Rev. T. J. Fahey, Walpole; Rev. R. J. Quinlan, Boston; Rev. J. F. Fitzsimons, Boston; Rev. Joseph F. Bonner, Lowell; Rev. A. J. Pimental, Cambridge; Rev. Joseph H. Reardon and Rev. Daniel F. Leahy, East Pepperell; Rev. John E. Killion, Merrimac; Rev. Joseph T. Grillo, St. Anthony's church; Rev. F. G. Martin, Gloucester; Rev. Antonio da Silva Figueira, Cambridge; Rev. Edmund Daly, Lawrence; Rev. F. J. Halloran, Wakefield; Rev. M. F. Madden, Randolph; Rev. G. P. Berneche, O. M. I., Ste. Marie's church, South Lowell, and Rev. George A. Gately of Maplewood.

State and national dignitaries seated among the congregation were State Treasurer Charles F. Hurley and his aide, Capt. William H. Harrison jr.; Mayor James M. Curley of Boston; John E. Swift, supreme director of the Knights of Columbus; Lt. Col. Francis B. Logan, Past District Deputy John V. Donoghue of the Knights of Columbus and many others.

The church choir, under the direction of Organist Mrs. Veronica Barr Gonyea, sang the Gregorian chant and at the offertory Raymond J. Kelley sang "Pie Jesu." After the elevation James Murphy sang "O Meritum Passionis," and other soloists of the mass were James E. Donnelly, Mae Rynne, May Ella Burke and John McMahon. The "De Profundis" was sung by Mr. McMahon.

After the "Requiescat," Cardinal O'Connell advanced to the sanctuary steps briefly to eulogize his brother. With voice filled with emotion and so low that it was hardly audible to those seated beyond the first few pews he thanked all those present at the mass for their presence at the requiem services for his brother.

"I never knew a more gentle or sweeter man than my brother," said the cardinal. "He was a man of high traits, of great character and a lover of the simple things in life. He was ever ready to aid in every charity and he always had a kind and good word for his fellow man.

"One of the sweetest memories of my life," he declared, "was my older brother's love for my father and mother. His boyhood was a cheerful one and his affection for his parents and younger brothers was deep-rooted. He was a man who wanted nothing of what the worldly man wants. He was not concerned in such matters. His family life was ideal and beyond it his only chief interest was in his church. On his coat lapel he wore no insignia other than that of the Sacred Heart, his Holy Name pin. I always regarded my brother as a saint.

"I feel very deeply the loss of him who in childhood days I called my big brother. He always told me how proud he was of his brother, but he little knew how proud I was of my older brother. A born gentleman, the honor and dignity he gave to his own secluded life was that of noble humility. He was one of those men of beautiful, noble traits whose quiet presence make the world a little brighter. I thank you for your presence here today and I ask you to pray for the repose of his soul."

The bearers were John Callery, William Sullivan, John Mullaney, John Dacey, Henry Kirkpatrick and Thomas Sheahan. The ushers at the home were John Mullaney jr., William Holden, Charles Holden and George Hafford. The church ushers were James H. Cowell, Thomas Linihan, John Neary, Francis Reardon, Eugene Sweeney and John Dean.

The Holy Name Society of the Sacred Heart church was represented by Timothy J. Sullivan, Michael D. Mahoney, Michael Kelleher, James E. Burns, Eugene F. Flynn and Thomas J. Sheehan. There were also delegations of nuns from St. John's hospital, the Grey Nuns of the Immaculate Conception school, Sisters of St. Mary from the Sacred Heart convent and Sisters of St. Joseph from Keith Hall.

The burial was in the family lot in St. Patrick's cemetery, where the committal prayers were read by Rev. William A. Dacey, a nephew, assisted by priests who were present at the mass. Funeral arrangements were in charge of Undertakers Mahoney Bros.

Traffic about the church and to the cemetery was in charge of a squad of local police under the direction of Lt. Martin Cononrs and Sergt. Edward F. Connors.

SALEM NEWS JULY 24 1931

Doings of the Day

MASSACHUSETTS

Henry Segal, 44, of 22 Lithow street, Dorchester, was arraigned before Judge Thomas H. Dowd in the Boston municipal court yesterday afternoon for conspiracy to steal $3300 from Harry Flax, 79, of 51 Poplar street. A warrant for Segal's arrest was granted after a three-hour hearing in which George Alpert appeared for Mr. Flax. According to Flax, Segal told him that Segal had a brother in the public welfare department and would see to it that Flax could draw a $20 per week pension under the old age pension act. Upon Segal's representations, Flax says he parted with $3300, turning this money over to a third person. Segal pleaded not guilty and furnished $2000 bail for a hearing July 31.

The plunge of her mother into a six-foot deep pool on the Sylvia Warren estate, Dedham street, Dover, and the prompt response of the Needham fire department with an inhalator, yesterday, saved the life of Elizabeth Short, three, daughter of Mrs. Eleanor Short, who works on the estate. The mother missed the child while at her duties, and a search of the grounds revealed her beneath the waters of the still pool. Bubbles were rising to the surface when the mother leaped in and pulled her daughter out. T. Robert Quinlan, fireman, brought the inhalator on an emergency call and Dr. David E. Mass of Needham revived and treated Elizabeth.

Emma DePatsy, two years old, was fatally injured at West Boylston, last night, when she was struck by an automobile operated by the Rev. Hiram T. Carpenter of Springfield. The girl was attempting to join playmates on the opposite side of the street when she was struck.

It was John Adamski's 21st birthday yesterday and he celebrated it by rescuing Anthony Calvanesi, nine, from the Connecticut river. The boy, who lives at 60 York street, was left stranded in a leaky boat when two chums deserted him. The boat, without oars, floated down the river and was on the point of sinking when Adamski's attention was called. He swam out to the boat and towed it to shore.

The proposed new Newton City hall and war memorial will be erected at a cost of about $850,000, Building Commissioner Cecil C. Chadwick stated last night after the committee examined bids from 18 contractors. It was stated that the bids will be further studied by Mayor Weeks and the aldermen before the contract is awarded. The building, which will be three stories and of Georgian colonial brick, will be at the corner of Homer street, Commonwealth avenue and Walnut street.

The city, state and federal governments yesterday decided to take some of the $8000 profits which Mrs. Ross Branchini, 33, of 735 Liberty street, Springfield, admitted in district court in that city, were made from bootlegging during two years in business. The case was continued to July 29. When the city, state and federal assessments against her savings are know Judge Heady will impose fines of $5000 to $3000 in Springfield banks to regain money paid Mrs. Branchini by the welfare department for her support after the death of her husband four years ago.

Work on rebuilding the tower of the old State house, Washington and State streets, Boston, will begin shortly. Bids for the contract will be opened at the office of the Boston superintendent of public buildings, John P. Englert, Tuesday, and Mayor Curley said yesterday that the work will be completed within 30 days. Several leaks developed in the roof of the tower a few weeks ago and Superintendent Englert sought bids for applying new sheeting. Following erection of a scaffolding, however, examination showed that the timbers, some of which were charred by a fire a few years ago, and others of which had rotted from age, would all have to be replaced. As a result the bids received for the sheeting work were rejected and a new contract advertised for the entire job of rebuilding the tower.

WORCESTER POST 7/25/31

Will Sing at Bishop's Banquet

MISS ELIZABETH HOOGASIAN

The newly appointed primate of the Armenian Church of America, the Rt. Rev. Bishop Leon Toorian, who is on a tour of America and visiting in Worcester, will celebrate the solemn high mass tomorrow morning at 11 o'clock in the Church of Our Saviour, Laurel Street.

Bishop Toorian will be a guest of honor at a banquet and a reception in the Lobster Garden, Pearl Street Monday night at 7.30.

Miss Elizabeth Hoogasian, well known as a soloist, will give a group of songs. Miss Hoogasian, who is a mezzo soprano, will have as her accompanist Miss Agnes Melikian.

The Rev. Haroutune Toumanian, pastor of the Church of Our Saviour, will assist at the mass tomorrow and be a guest at the banquet. Mayor O'Hara will also be a guest, with other city officials. Bishop Toorian, while in Boston before coming to Worcester, was the guest of Mayor Curley who presented him a cane.

7/25/31

QUINCY PATRIOT-LEDGER

Caught Off the Air

I see that Mayor Curley plans to rebuild the tower of the Old State House. The roof leaks, and the Boston mayor is for stopping all leaks. However, a news headline says he plans to "build a new tower" on the old building. Wouldn't that be sacrilege? The Old State House is historic, the real home of The Sacred Cod.

And speaking of The Sacred Cod, I know a Quincy man who claims that it was from this historic Massachusetts fish that the English got the interjection, or near-swear-word, "Ecod." You see it in some of the old novels, you know. This Quincy man declares that some of the provincial travelers in this country, from England, heard the Cape Cod fisherman exclaim, when they pulled in a particularly large and lusty cod fish, "He cod!" The fishermen, of course, merely were expressing their conviction, and satisfaction. The Englishmen, according to this Quincyite, promptly appropriated the expression as a sort of expletive, whenever they felt enthusiastic over a person or thing. Hence such phrases as "He was a fine man, ecod!" Only the English, you understand, being accustomed to drop their h's, did so in this case. Thus "He cod" became from them, "Ecod." I can't vouch for the truth of the story. But so language develops, and poor humankind learns to express itself!

NANTUCKET INQUIRER 7/25/31

James M. Curley, mayor of Boston, visited Nantucket last Saturday with his two sons, Leo and George. Mayor Curley was the week-end guest of City Treasurer Edmund L. Dolan on his yacht and came over to Nantucket for a brief visit, ostensibly to pay his respects to John Terry, Nantucket's dyed-in-the-wool Democrat. The yachting party came ashore, ten in number, and were driven about town for half an hour before boarding the yacht again. Mayor Curley, who was being driven around by Herbert Murray, asked to be taken over to "Tammany", which is the popular name of "Honest John's" garage, and there he renewed acquaintance with his old friend and stopped for a few minutes' chat. The Mayor also had the opportunity to greet another of the island's Democrats—Selectman Holland—who reminded him that he was still expecting to receive the long-promised shellalah from Ireland.

7/22/31
SPRINGFIELD REPUBLICAN

BOSTON HONORS POST AND GATTY

City and State Join in Congratulating Champion Globe Circling Fliers.

DEAF MUTES SIGNAL CHEERS

Prompt Arrival of Pair Takes Civilian and Army Officials by Surprise

Boston, July 21.—(AP)—City and State joined today to honor Wiley Post and Harold Gatty, whose recent round-the-world flight shattered all records for speed.

At City Hall, Mayor James M. Curley paid his tribute to the men, while at the State House, Governor Joseph B. Ely told them that, if he was sure they would fly the plane, he wouldn't object to going around the world himself.

Along the streets noonday crowds, held in check by police reserves, added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car, smilingly acknowledged the tribute.

Their arrival at the East Boston Airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they managed their globe girdling flight that it took everyone by surprise.

The official committee had not arrived and the military and National Guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skillful landing. The men had made the trip at an average speed in excess of 175 miles an hour despite heavy patches of fog and a low ceiling.

At the Hotel Bradford the civic procession in their honor was halted long enough for the aviators to refresh themselves with a shower bath and, incidentally, to receive the most unusual welcome of the day.

A group of 100 deaf mutes, attending a convention there, signalled their greetings in the sign language.

Later, Post and Gatty were guests of of the Crosscup-Pishon Post of the American Legion, but managed to steal away long enough from that function to be presented to the American Hotelmen's Association, which was meeting in convention in the same hotel.

SPRINGFIELD REPUBLICAN 7/23/31

YOUNGMAN SLAPS AT CURLEY AGAIN

Lieutenant-Governor Smiles as He Jibes Mayor of Boston at Hearing on Proposed Fire Rules

From Our Special Reporter

Boston, July 22—Uncomplimentary things that have been shooting back and forth between Lieut-Gov W. S. Youngman and Mayor James M. Curley of Boston, in which exchange there has been a lull for a time, were revived today during a hearing before the governor's council on a list of new rules and regulations offered by State Fire Marshal John W. Reth covering sale and use of fireworks, light fuel oils and oil-burners and dry-cleaning and dye, when the lieutenant-governor suggested, with a broad smile, that the matter be referred to Mayor Curley to settle.

The remark came after a protestant of the regulations governing fireworks sales, said firecrackers of the type banned by the marshal were sold in Dorchester, the retailer declaring he had police approval.

Many Offer Protests

The council chamber was crowded when the hearings started, many oil company representatives being present and offering protests to the rules concerning the sale of light fuel oils and oil-burners. All equipment manufacturers of the country, totaling 10,000, were represented. Their objections were chiefly to Reth's rule governing oils from 115 to 150 degrees Fahrenheit flash point. It was declared this limitation was in conflict with the regulations of the bureau of standards at Washington and of the underwriters.

It was also contended such regulation would create a hazard instead of a safety measure and that some oil-burners now in operation would not conform to ignition requirements. Standard Oil company of New York representative contended there should be no maximum degree regulating the flash point of light oils, as the 150-degree flash point would automatically end the bulk of the fuel oil business done with industrial concerns.

Demands New Permits

On the fireworks regulations, Commissioner Reth said he had rescinded all permits for the last nine years and manufacturers and dealers are now required to obtain new ones. He explained he took this action because he was trying to bring the business within the actual scope of the law, many previously-received permits being beyond the authority of his office under the statute.

Dealer representative contended Massachusetts fireworks dealers are handicapped because explosives banned in this state are easily obtained in New Hampshire, Rhole Island and Connecticut. In many cases, it was contended, dealers are selectmen in their towns and sometimes the whole police department, and make their own regulations. There are not enough police to enforce the law, it was said.

Counsel for the dry cleaners asked an explanation of the new ruling governing their business. At suggestion of the lieutenant-governer, representatives of the trade will confer with Marshal Reth.

Call Rules Prohibitive

Opposition was voiced to the proposed regulations governing the use, transportation and storage of explosives. Dupont Powder company representative attacked them as "prohibitive to the manufacturess and users." It was also contended they would add to the price of dynamite which would have to be worked with the manufacturer's name, that of the consignees and the truckman. Again, a suggestion of a conference was adopted and Reth will meet with agents of the interested parties.

Sheldon E. Wardwell, for the Massachusetts Electric & Gas association, criticized the proposed definition of explosives, contending that gas and electricity, coal and wood might be so classed under the definition. He submitted a substitute definition. Another hearing on some of the rules undoubtedly will be held by the council.

Reth said later that as a result of lack of knowledge as to the provisions of the new regulations, as shown at the hearing, he would recommend that the Legislature empower him to hold public hearings before any regulatory changes are submitted. At present, he may not hold such hearings, and the executive council is without such power, Reth said, although it held today's hearing at his suggestion.

HOLYOKE TRANSCRIPT 7/24/31

SMALL CROWD TURNS OUT AT SPRINGFIELD TO GREET WORLD FLIERS

A scant crowd of 125 persons paid 25 cents each yesterday morning to see Wiley Post and Harold Gatty, around-the-world fliers, land at the Springfield airport unattended by the 12-plane escort sent out to meet them. The crowd was cordial but not enthusiastic. Post and Gatty received the admission money paid by the morning crowd and $40 more from the afternoon crowd, about $80 in all. The escort had missed the world fliers because the latter flew at a height of 4,000 feet, while the Springfield planes flew at 2,000.

Mayor James M. Curley of Boston yesterday paid from his own pocket the $10 storage bill which Post and Gatty refused to pay for their plane to the Curtiss-Wright Company, whose hangar they used while at Boston.

SPRINGFIELD UNION 7/23/31

Comment of the Country

Roosevelt's Busy Friends.

From the Hartford Courant.

Although Gov. Roosevelt of New York has not yet formally announced his candidacy for the presidential nomination of the Democratic Party, the campaign which his friends have undertaken on his behalf has made impressive progress. Within the past week, James A. Farley, the chairman of the Democratic State Committee of New York, has returned from an extended trip through the West, with reports that Gov. Roosevelt is the outstanding favorite of the Democrats beyond the Mississippi for the nomination. Still more significant is the recent announcement of Joseph Guffey of Pennsylvania, where he is a power in the Democratic Party, that its delegates to the national convention will almost unanimously support the candidacy of the Governor.

Such pronouncements make plain that the supporters of Gov. Roosevelt have no fear that his candidacy will suffer because it is advanced a year before the conventions. Ordinarily presidential candidates prefer not to be too far in the lead at such an early date, but perhaps the friends of Gov. Roosevelt have good reason for their activity. The opposition within the Democratic Party to his nomination is not open, but is for the most part under cover. Apparently his friends believe that the best way to prevent the "dark horses," such as Newton D. Baker of Ohio, Owen D. Young and Alfred E. Smith, from becoming formidable contenders is to pledge as many leaders as possible in advance of the convention.

The pronouncement of Mr. Guffey is particularly noteworthy because he was, in 1928, one of the most vigorous supporters of the candidacy of Gov. Smith. His enlistment in the cause of Gov. Roosevelt means that, if Mr. Smith intends to seek renomination, he will be obliged to fight for it.

Whether or not the Democrats elsewhere in the East will be influenced by Mr. Guffey's action remains to be seen. Sentiment for the renomination of Mr. Smith has been strong in Connecticut, Massachusetts and Rhode Island, although Gov. Roosevelt has already made a convert of Mayor Curley of Boston. Perhaps the Democrats of New England will remain loyal to "Al" to the end, but if he wants a renomination, he plainly can take nothing for granted.

CONCORD MONITOR 7/23/31

The Old Man Recalls

Crabbe said:

Better to love amiss than nothing to have loved.

CURLEY'S CULTURE

I note with regret that Mayor Curley proposes to repaint his bill boards, which he has scattered throughout New England, and continue to mar our landscapes.

If Boston is the "reservoir of culture" which your mayor now asserts it to be, it would seem that this culture might include a proper forbearance in the matter of roadside signs.

We are gradually eliminating bill boards from the landscape and we shall be glad of Boston's co-operation but we shall get rid of them whether or not Boston's culture joins New Hampshire's perseverance.

Thus Dr. Robert J. Graves expresses himself in a letter to the editor of the Boston Transcript.

The Transcript put a heading over the letter reading: "Does Culture Need Billboards?" It might have phrased this way just as aptly, "Does Curley Need Billboards?" For while the billboards supposedly advertise Boston as a reservoir of culture about the most prominent thing on them is Mayor Curley's attached signature.

Most folks in New Hampshire will endorse the sentiments of the Concord physician. Incidentally some might feel more inclined to visit the reservoir of culture more often were Mayor Curley to cooperate with his neighbors to the north in their effort to attract strangers to all New England to see the scenery which his signboards desecrate.

BEVERLY TIMES 7/24/31

Legion of Valor to Meet in Boston

Plans are being completed for the official welcome of the City of Boston the nine hundred members of the Army and Navy Legion of Valor who will convene in Boston August 9 to 12 for their forty-first annual gathering. Boston was the place of the first convention when the legion was organized in 1890 and the annual convention has been held in Boston on three other years since that time, the last being ten years ago.

The organization is composed of members or former members of the United States Army and Navy who have received the Congressional Medal of Honor or the Distinguished Service Cross. Lieutenant General Edwad L. Logan, M. N. G., retired, has accepted the chairmanship of Mayor Curley's honorary committee to officially welcome the legion.

NEW BRITAIN RECORD 7/24/31

POST AND GATTY CHICAGO BOUND

Leave Springfield This Afternoon—Legion Plans Big Reception.

Springfield, Mass., July 24 (INS)—Bidding good-bye to Massachusetts where they had been hailed as heroes of the international airways, Wiley Post and Harold Gatty, round the world fliers, took off on a non-stop flight for Chicago in their airplane the Winnie Mae at 2:10 o'clock this afternoon.

Post and Gatty winged their way west to an airport outside Chicago from which point they will be escorted to the Curtiss airport, Chicago, by army planes for the big Saturday and Sunday reception arranged by the aviation post of the American Legion and the city of Chicago.

Only a "handful" of persons witnessed the takeoff of the famous fliers.

Post and Gatty left Springfield "broke" as far as their countrywide tour thus far was concerned. Bruce Quisenberry of the National Broadcasting Co., in charge of the tour, was authority for the statement that Post and Gatty were not even paying expenses. However, he said that his company was public spirited enough to make up the deficit.

Post and Gatty received no gate receipts here. The arrangement had been that they were to have the gate receipts at Springfield airport but less than a thousand persons paid 25 cents each to see the fliers land and takeoff. The money received at the gate was quickly spent for airport expenses. The airport at its own expense refueled the Winnie Mae and gave the fliers hangar storage free of charge.

In Boston an airways company attempted to collect $10 for two night's storage for the Winnie Mae but Post and Gatty said they could not pay it. Finally the bill was taken by Stanley W. White, representing Mayor James M. Curley. It was sent to city hall where Mayor Curley paid the bill from his own pocketbook.

Post and Gatty spent two days and two nights in Boston and a night and a day and a half in Springfield. They were acclaimed as they rode about the city yesterday but today sat quietly in their hotel resting until they started west for Chicago on a non-stop flight.

7/23/31
WORCESTER TELEGRAM

OIL BURNER RULES ARE DISAPPROVED

Governor's Council Asks Fire Marshal for New Set

Telegram State House Reporter

BOSTON, July 22.—The governor's council today disapproved the rules and regulations submitted by Fire Marshal John W. Reth covering the manufacture, sale and use of oil burners, fuel oil, fireworks, explosives and operation of dry cleansing establishments.

The council's action, although unexpected, was taken, it is understood, to give opportunity to the fire marshal and those interested in the industries affected, to get together in conferences, to draw up a new set of rules that will meet with approval.

The action followed a hearing in the forenoon, at which the personal references that Mayor Curley and Lieut. Gov. Youngman have indulged in were renewed. While the hearing was in progress the lieutenant governor, with a broad smile on his face, remarked to a protestant "refer it to Mayor Curley."

Opposition to rules concerning the sale of light fuel oil and oil burners was led by Managing Secretary Clark of the American Oil Burners Association, Inc., representing a membership of 10,000. G. R. Christie, representing the Standard Oil Co. of New York, said there should be no maximum degree regulating the flash point of light oils.

When the rules governing the use and sale of fireworks were taken up, Fire Marshal Reth said he had rescinded all permits to manufacturers and dealers the past nine years. This was done, he said, because he was endeavoring to bring the business within the actual scope of the law.

Suggestions was made that cars entering the state should be held up for contraband fireworks.

The Dry Cleaners association opposed some of the rules for the regulation of dry cleaning establishment, but it was agreed the interested parties would confer with the fire marshal.

Considerable opposition was expressed to the marshal's proposed rules governing the use, transportation and storage of explosives. Elbridge K. Anderson, representing the Dupont Powder Co. of Delaware, asserted they were prohibitive to manufacturer and user.

Because of the lack of knowledge of the provisions of the new regulations, Marshal Reth said after the hearing he would recommend that the legislature empower him to hold public hearings before any regulatory changes are submitted in the future.

WORCESTER GAZETTE
7/23/31

CURLEY-YOUNGMAN FEUD DIMINISHES

Reference at Hearing Held to Indicate Cessation of Hostilities

BOSTON, July 23 (INS)—A lull in the personal compliments which Lieut. Gov. William S. Youngman and Mayor James M. Curley have tossed at each other, was ended yesterday when the lieutenant governor, during a hearing before the governor's council, suggested the matter under discussion be given to Mayor Curley to settle. "Refer it to Mayor Curley," said Youngman.

The incident occurred during a crowded hearing on a list of new rules and regulations offered by Frie Marshal John W. Reth covering the sale of fireworks, light fuel oils and oil burners and dry cleaning and dyeing.

The first of the long list of rules considered was concerning the sale of light fuel oils and oil burners. The opposition to it was led by Managing Secretary Clark of the American Oil Burners Association, Inc., of New York.

Sees Hazard Ahead

Clark maintained that adoption would create a hazard instead of a safety measure and that some oil burners now in operation would not conform with the ignition requirements.

Clark seemed to voice the sentiments of all speakers that they were anxious for any regulation the fire marshal desires "that will not handicap companies nor fire departments."

G. L. Bussell, of Boston, wholesale fireworks dealer, said that Massachusetts dealers are handicapped inasmuch as explosives banned in this state are easily obtainable across the lines in New Hampshire and Rhode Island. In many cases he said dealers were selectmen in their towns and sometimes the whole police department and made their own regulations. "There are not enough police to enforce the law," he added.

Dry Cleaners Involved

Counsel for the Dry Cleaners Association of Massachusetts sought explanation of several rules regarding the industry and at the suggestion of Lieut. Governor Youngman representatives of the trade will confer with Marshal Reth in an endeavor to iron out their differences.

Considerable opposition was expressed to the marshal's proposed rules governing the use, transportation and storage of explosives. Elbridge R. Anderson, representing the Dupont Powder Company of Deleware, attacked the regulations as "prohibitive to the manufacturers and users."

As a result of the lack of knowlelge as to the provisions of the new regulations, demonstrated at yesterday's hearing before the council, Marshal Reth this afternoon said he would recommend that the Legislature empower him to hold public hearings before any regulatory changes are submitted.

LEOMINSTER ENTERPRISE
7/23/31

Impracticable

The suggestion which Mayor Curley makes to Pres. Hoover that he call a special session of Congress for the purpose of appropriating $1,000,000,000 for immediate completion of public buildings, to the extent of $550,000,000, and $375,000,000 for flood control work, is impracticable, in the light of development of the last few months. The fact that the economic situation is getting no worse, and the fact that it is improving somewhat is sufficient reason why the Federal government should go slowly in attempting such a program as that which Mayor Curley suggests. The motive is the best, but the efficacy of the method is questionable.

The Federal government faced an empty treasury when Congress adjourned last march. The government's income has been greatly reduced the past year. The demands upon its resources have been heavy. The persons who would benefit to a negligible degree by Mayor Curley's suggestion would have to pay the bills which his plan suggests.

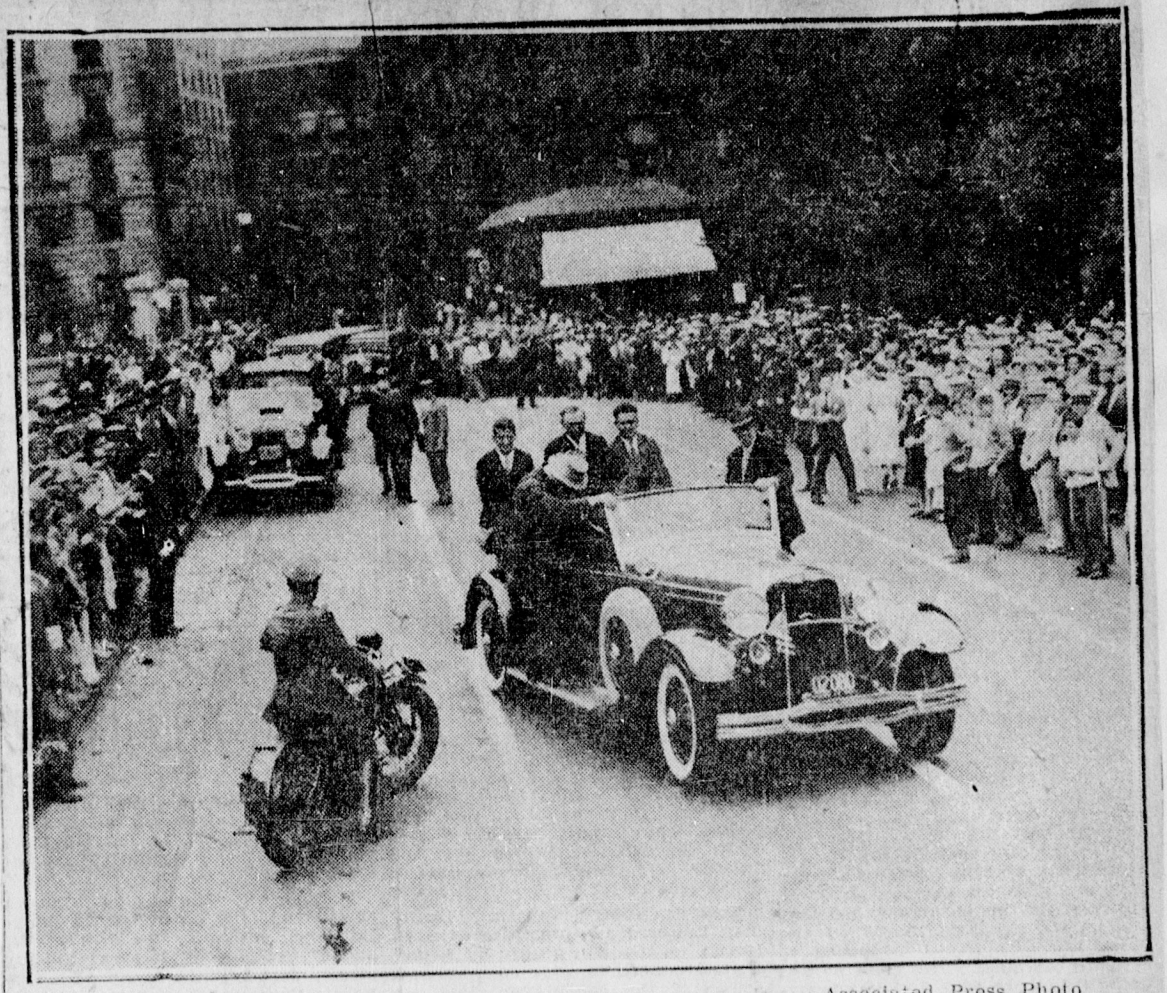
The European situation has been mentioned, and the suggestion made that charity shown to European powers should also be shown to citizens of this country. The European plan, if it becomes effective, will help this country, and to a very great extent, especially if attempts are made to go further and curtail armaments, which are colossal in annual output, as compared with the sum of money involved in a year's moratorium with war debts.

The soldiers' insurance plan was put through by Congress, with dreams of considerable relief, and a pronounced stimulus to buying, but the actual effect has not been as far-reaching as some felt it would be.

It is doubtful if a special session of Congress should be called, with an immediate appropriation of $1,000,000,000 in order to provide work for those, who, in turn and in time, would be compelled to bear the brunt of the burden.

WORCESTER TELEGRAM 7/22/31

Famed Airmen Ride With Mayor Curley



Associated Press Photo

Wiley Post and Harold Gatty, whose blue monoplane, Winnie Mae, carried them around the world faster than human has ever gone before, heard the acclaim of Boston's thousands when they visited that city yesterday. Photo shows them in automobile with Mayor James M. Curley immediately after they had been to the State House to pay their respects to Governor Ely.

POST, GATTY, GIVEN WELCOME AT HUB

Huge Crowds Attend Reception to Round-the World Fliers

BOSTON, July 21 (AP)—City and state joined today to honor Wiley Post and Harold Gatty, whose recent round-the-world flight shattered all records for speed.

At City hall, Mayor James M. Curley paid his tribute to the men, while at the State House Gov. Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world himself.

Along the streets, noonday crowds, held in check by police reserves, added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car, smilingly acknowledged the tribute.

Their arrival at the East Boston airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they managed their globe-girdling flight that it took everyone by surprise.

The official committee had not arrived and the military and National Guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skillful landing. The men had made the trip at an average speed in excess of 175 miles an hour, despite heavy patches of fog and a low ceiling.

At the Hotel Bradford the civic procession in their honor was halted long enough for the aviators to refresh themselves with a shower bath, and, incidentally, to receive the most unusual welcome of the day.

A group of 100 deaf mutes, attending a convention there, signalled their greetings in the sign language.

Later, Post and Gatty were guests of the Crosscup-Pishon post of the American Legion, but managed to steal away long enough from that function to be presented to the American Hotel Men's association, which was meeting in convention in the same hotel.

SPRINGFIELD NEWS 7/23/31

Fliers Leave Unpaid Bill at Boston; Won't Pay It Says Post

Boston, July 23—Stating that if he had known that the Air Transportation company, in whose East Boston hangar the plane, Winnie Mae, was kept for the past two days, had intended to charge him for storage, he would have left the plane outside, Wiley Post, pilot of the "round-the-world-in-eight-days" plane, hopped off with his navigator, Harold Gatty, for Springfield today without paying a storage bill of $10.

However, Harry Copeland, base manager of the Air Transportation company, was informed by Stanton W. White, representing Mayor James M. Curley, that the city would take care of the bill.

WORCESTER GAZETTE 7/22/31

6 Post and Gatty Greeted in Boston

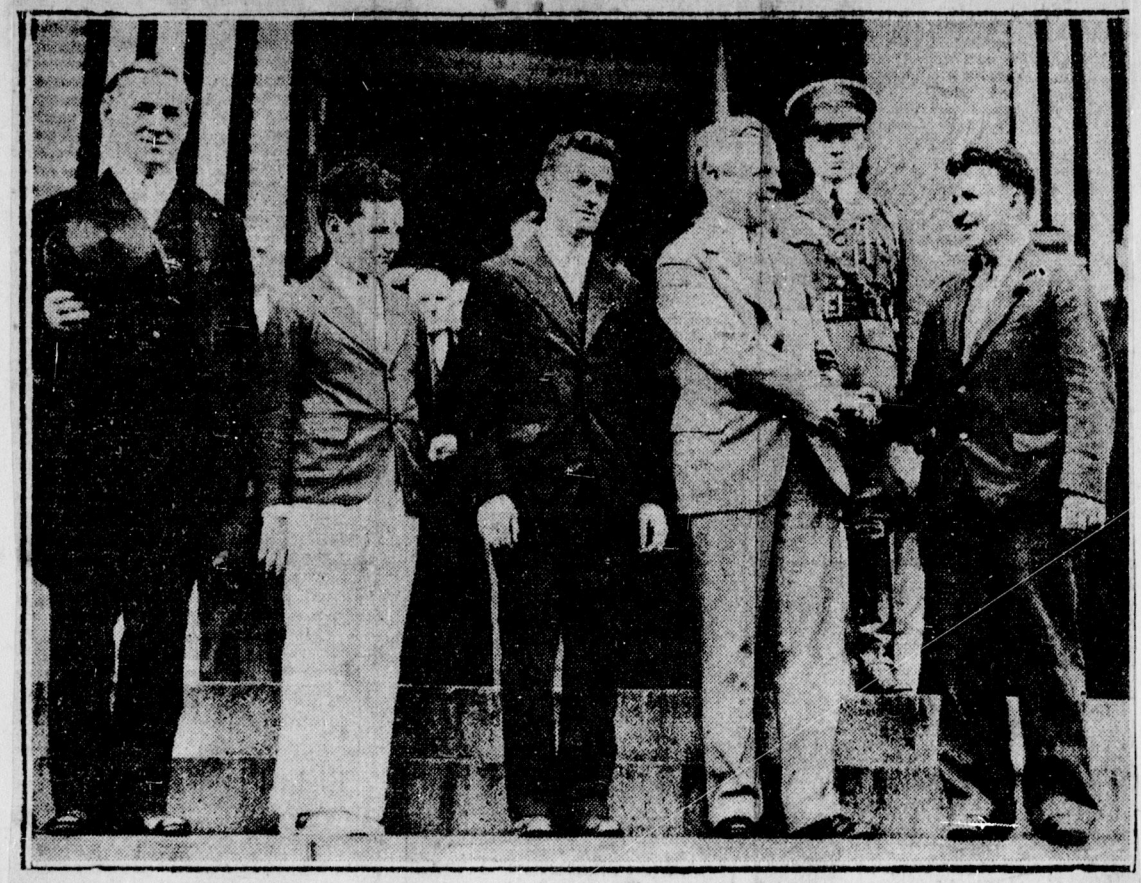


Photo (c) International Newsreel

The official welcoming of Wiley Post and Harold Gatty, famous round-the-world fliers, in Massachusetts, shown above being welcomed at the Massachusetts State House. Left to right: Mayor James M. Curley of Boston; his son, George Curley; Harold Gatty; Governor Joseph B. Ely, shaking hands with Wiley Post on the steps of the State House.

POST AND GATTY IN BOSTON

BOSTON, July 22 (INS)—Officialdom today left Wiley Post and Harold Gatty, round-the-world fliers, to rest and "do Boston on their own." The two famous airmen, who enjoyed the reception accorded them by city and state yesterday and last evening, slept late today before going on an unofficial sightseeing tour. Tomorrow Post and Gatty take off for Springfield, to continue their countrywide tour.

Must Be Paid to Talk

Confirmation of the rule against letting the fliers speak over the radio without financial remuneration was received yesterday by officials of the station WBZ from the Boston headquarters, evidently relayed from the New York offices of the broadcasting chain of which the Westinghouse stations are members. It is believed that the refusal to let Post and Gatty broadcast is the result of a contract arrangement which the fliers have with the NBC special features division.

Although no sum was mentioned to the local radio officials, it is understood that $1500 is required before the airmen are permitted to broadcast.

The luncheon program at the Hotel Kimball tomorrow noon, sponsored by the Exchange club, will not be affected by the regulations against the broadcast it was announced yesterday. One official in charge of reception plans stated that there probably would be better attendance at the luncheon if the program is not sent over the air. Galen Snow, chairman of the aeronautics committee of the Exchange club, emphasized the importance of the service club members buying their tickets early for the luncheon. Tickets may be procured from the service club secretaries or from the Chamber of Commerce.

Boy Scouts Drum Corps To Play

Another announcement in connection with the reception to Post and Gatty yesterday was that the Boy Scout drum and bugle corps has volunteered its services for the airport program tomorrow morning.

Stanley Hedberg, advertising manager of the Pratt & Whitney Aircraft corporation of Hartford, replied to invitation to come to the celebration here that his company will be represented. It is not known whether Pratt & Whitney officials will fly up. The company manufactures the Wasp engines which Post and Gatty used to power them around the world.

At the Springfield airport yesterday workmen were busy installing a wood platform in front of the administration building on the field for use in connection with the reception. Pilot "Ted" White, manager of the Brinton-Bayles field at Pittsfield, was in Springfield yesterday and he stated that he will be present in a plane here tomorrow morning with one or two passengers to be one of the escorting group for the Winnie Mae and its two famous passengers.

Reception at State House Flops; Fliers Too Early

From Our Special Reporter

Boston, July 21—The State House end of the reception today to Wiley Post and Harold Gatty, world-girdling fliers, proved a "flop," due to the fact that they arrived at the capitol building an hour before they were scheduled to do so. They approached by Mount Vernon street, escorted by two motorcycle policemen, a small band and a dozen automobiles.

Entering the State House, they proceeded to the office of Gov Joseph B. Ely, where they were presented by Mayor James M. Curley of Boston.

"I was thrilled by your performance," said Gov Ely, in extending the commonwealth's greetings. "I heard your landing over the radio. If I was sure you fellows were going to fly the plane, I'd go around the world myself. It was a wonderful performance."

Gov Ely gave each flier a gold pin bearing the state seal.

Post declared it was his first visit to Boston and he was anticipating a plate of the famous Boston beans at the luncheon which was given at Hotel Bradford a short time later. He said their next stop would be Springfield—that he had visited Springfield before. Gatty acknowledged the governor's greetings and then allowed Post to do the talking.

Mayor Curley asked Gov Ely what his plans were, and Ely replied he

CONTINUED

(CONTINUED)
WORCESTER GAZETTE 7/22/31

would attend the luncheon, but would be unable to be at the reception at the Parkman bandstand on the common. Noticing his executive staff and office attaches standing near by, Gov Ely directed Executive Messenger Thomas Ray to take the fliers over and present them, which Ray did.

The governor escorted the fliers down the stairs through lanes of State House workers to the steps, where photographers had their innings. About 1500 persons were outside the State House by this time and applauded as the fliers took their places in the automobile. Gov Ely accompanied them to their car and again expressed pleasure about their visit. The front of the State House was decorated with flags and bunting.

Post and Gatty Surprise Welcomers at Boston

Boston, July 21—(AP)—City and state joined today to honor Wilcy Post and Harold Gatty, whose recent round-the-world flight shattered all records for speed.

At city hall, Mayor James M. Curley paid his tribute to the men, while at the State House Gov Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world himself.

Along the streets noonday crowds, held in check by police reserves, added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car, smilingly acknowledged the tribute.

Their arrival at the East Boston airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they managed their globe-girdling flight that it took everyone by surprise.

Average 175 Miles an Hour

The official committee had not arrived and the military and National guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skillful landing. The men had made the trip at an average speed in excess of 175 miles an hour despite heavy patches of fog and a low ceiling.

At the Hotel Bradford the civic procession in their honor was halted long enough for the aviators to refresh themselves with a shower bath and, incidentally, to receive the most unusual welcome of the day.

A group of 100 deaf mutes, attending a convention there, signalled their greetings in the sign language.

Later Post and Gatty were guests of the Crosscup-Pishon post of the American Legion but managed to steal away long enough from that function to be presented to the American Hotelmen's association which was meeting in convention in the same hotel.

LAWRENCE TRIBUNE 7/22/31

POST AND GATTY ARE WELCOMED IN BOSTON

State and City Join in Reception to 'Round-the World Fliers—Premature Arrival of Guests Disrupts Program

BOSTON, July 21 (AP)—The city and state joined today to honor Wiley Post and Harold Gatty, whose recent round-the-world flight, shattered all records.

At the city hall Mayor James M. Curley paid his tribute to the two men while at the State House, Governor Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world, himself.

Along the streets noon day crowds held in check by police reserves added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car smilingly acknowledge the tribute of the crowd.

Their arrival at the East Boston Airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they negotiated their globe girdling flight that it took every one by surprise.

The official committee had not arrived and the military and national guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skillful landing. The men had made the trip at an average speed in excess of 175 miles an hour despite heavy patches of fog and a low ceiling.

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Later Post and Gatty were guests of the Crosscup-Pishon Post of the American Legion but managed to steal away long enough from that function to be presented to the American Hotel Men's Association which was meeting in convention in the same hotel.

'Liberty' Fliers Feted

By ELTON C. FAY

LIBERTY, N. Y., July 21 (AP)—Liberty gave Otto Hillig, its trans-atlantic flier, and his pilot, Holger Hoiriis, a back-slapping, hand-shaking welcome home today.

The genial photographer and the tall young aviator landed on the same golf course from which they took off a month ago in their $22,000 plane bought from Hillig's savings on the start of their flight to Denmark.

But the craft which brought them back was far different from the big monoplane Liberty in which they left, for it was an autogyro, that set them down almost at the feet of Liberty's populace, which surged against police lines.

Grinning from ear to ear and Shouting to friends who sought to reach him, the lanky photographer dashed into the middle of the field carrying a huge bouquet just presented to him. With this bouquet he flagged down five planes which had escorted the gyro.

To the blare of a United States military academy band and the roar of fire truck and motorcycles, their parade started along a route which led through the village to the high school lawn, where the Rev. Fobert A. Greenwell, Methodist pastor of Middletown, had prepared a clam bake for Hillig, Hoiriis and many of their 3,000 friends as could crowd onto benches

PROVIDENCE JOURNAL 7/22/31

Post And Gatty Leaving the State House After Paying Visit to Gov Joseph B. Ely

(Associated Press Photo)

Left to right—Harold Gatty, Gov Ely, Wiley Post, Mayor Curley and the latter's young son, George Curley

POST AND GATTY WILL ARRIVE HERE AT 10 A. M. TODAY

Globe Girdlers' Local Visit to Be Run Off as Originally Planned — NBC Official Confirms Hour

The globe-girdling fliers, Wiley Post and Harold Gatty, will arrive at Springfield airport tomorrow morning at 10 from Boston, as originally scheduled. Definite confirmation of this was obtained last night by telephone from T. D. Sullivan, National Broadcasting company's representative at Boston. Mr Sullivan, who accompanied the two aviators yesterday in their flight from Walden, N. Y., to Boston, said they would spend today getting a much-needed rest. Reports yesterday afternoon were to the effect the two fliers might arrive here this morning instead of tomorrow.

Adrian L. Potter, Chamber of Commerce convention bureau secretary, who is cooperating with Gerald E. Tenney, chairman of the Chamber's aeronautical development committee, stated that all plans were being made to receive the fliers here tomorrow morning with a royal welcome. The welcoming committee will consist of representatives of Springfield and other nearby cities and towns and

WALTHAM NEWS-TRIBUNE 7/23/31

Bad for Boston.

The public controversy between Police Commissioner Hultman and Traffic Commissioner Joseph A. Conry, however entertaining it may be to those who delight when public officials are hurling verbal brickbats at each other, is not doing Boston any good. Already one newspaper has come out with a story that the assaults of Commissioner Conry are steps in an organized campaign to discredit the head of the police department and force him out of office. The same newspaper also said in its story that the movement was believed to have the support of Mayor Curley. How accurate the story is, we are unable to say. The sympathies of the mayor naturally would be with Mr. Conry as the latter is his appointee while the police commissioner is named by the governo To all appearances Commissioner Hultman has done a much better job with his department than Commissioner Conry has with his. It is due to the police commissioner to say that he did ot start the ballyhoo and that he has been much more moderate and dignified in his utterances than his antagonist; but it would be an excellent thing for Boston if Mayor Curley would apply a muzzle to both.

SPRINGFIELD UNION 7/22/31

Post-Gatty Not to Broadcast on Visit Here; Due Tomorrow, Says Official, Spiking Rumor

Boston Report of Earlier Arrival Is Denied by N. B. C. Officer; Pair Get Warm Welcome in Boston, Being Greeted by Ely and Curley; Also Attend Legion Banquet.

It was definitely determined last night that Wiley Post and Harold Gatty would not speak over radio station WBZ during their stay in Springfield, and that the events of their visit here also would not be broadcast.

Walter E. Myers of Arlington, New England representative of the National Broadcasting Company, stated to The Union last night that Post and Gatty are under contract to the National Broadcasting Company, which in turn has signed a contract with The Associated Press to the effect that the men would not speak over any radio system, unless the radio station broadcasting their speeches itself brought the two fliers to the city in which the broadcast was held. Mr. Myers stated that the incidents of arrival, parade, greeting and testimonial might be broadcast by any radio station, but that the words of the fliers themselves could not be sent over the air.

T. D. Sullivan, flying representative of the National Broadcasting Company, announced last night that Post and Gatty would arrive in this city Thursday morning as previously scheduled. Boston papers early yesterday said the famous pair would leave that city this morning for Springfield and it was only after a telephone conversation with the flying representative that announcements were unscrambled.

Edmund Fischer, manager of Springfield Airport, said that if the fliers arrived a day ahead of schedule, it was "just too bad," as the local celebration was arranged for Thursday. Mr. Fischer stated that in his opinion it would be well for Springfield people contemplating a visit to the airport tomorrow morning to arrive about 9 o'clock. He explained that in Boston the airmen had arrived earlier than the scheduled time, and as a consequence had been met only by a few newspapermen and police. Their arrival ahead of time was due to foggy weather, it was pointed out.

Wayne Henry Latham, director of station WBZ, said last night that it was impossible for WBZ to broadcast the arrival of the fliers due to the lack of line facilities to the Springfield Airport or to the Bowles Agawam Airport. It had been hoped, Mr. Latham said, to broadcast the testimonial banquet to be given Post and Gatty in the Hotel Kimball, but that the technicality of the NBC-AP agreement prevented such a broadcast. Consequently, he said, nothing would be broadcast of the fliers' activities here, under the present arrangements.

George Harder, publicity director of WBZ and WBZA, also stated in Boston last night that nothing could be broadcast either in Boston or Springfield of the reception to Post and Gatty.

Bound by Agreement.

"The fliers themselves," Mr. Myers said, "are bound by an agreement between the National Broadcasting Company and The Associated Press not to go on the air, unless the fee coincident with their visit to a certain city was paid by a broadcasting company in that city. That is, no club, organization or municipal group can bring the fliers to a city and have their words sent over the air . . ."

Mr. Myers stated that he did not know the reason for the agreement between the National Broadcasting Company and The Associated Press, but that the agreement would prevent WBZ from broadcasting the voices of Post and Gatty. He said, however, that descriptions of arrival, parade and all other incidents except the speaking of the two fliers could be broadcast.

It was found that line facilities were lacking in Springfield Airport and Agawam Airport during the recent maneuvers of the Army planes over the city, Mr. Latham said last night. He said that WBZ next considered broadcasting the testimonial, but that when it was found the fliers themselves could not speak, it was decided not to broadcast, as the affair in a radio program without their speeches would be dull.

Local officials were in touch with Stanley Hedberg of the Pratt & Whitney Company in Hartford, and found that a number of that company's officials will come to Springfield to participate in the reception to Post and Gatty. They are at present trying to complete arrangements to come in one of the company's big trimotored special Ford planes which would assist the local planes in escorting the visitors' plane to the city.

Adrian L. Potter, secretary of the Chamber of Commerce Convention Bureau, announced that music will be provided at the Springfield Airport Thursday morning when the fliers arrive, by the Boy Scout Drum and Bugle Corps under the direction of Bernard Tierney.

Members of all service clubs in the city have been extended a cordial invitation by the Exchange Club, which is playing luncheon host to Post and Gatty Thursday noon, to attend also. Tickets are $1.50, and should be procured today, if possible, but in any event not later than noon today, so the Kimball Hotel can be prepared to serve the proper number of luncheons.

Boston Gives Pair Hearty Welcome.

BOSTON, July 21—(AP) City and State joined today to honor Wiley Post and Harold Gatty, whose recent round the world flight, shattered all records for speed.

At City Hall, Mayor James M. Curley paid his tribute to the men, while at the State House Gov. Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world himself.

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Later Post and Gatty were guests of the Crosscup-Pishon Post of the American Legion but managed to steal away long enough from that function, to be presented to the American Hotelmen's Association which was meeting in convention in the same hotel.

BROCKTON TIMES 7/24/31

LOCAL GIRLS WIN HONORS

The only honors awarded at the Long Island hospital, Boston harbor, at the graduating exercises of the School of Nursing, Wednesday, were won by two Brockton young ladies, Miss Mary Daggett of Hyler street, who received the award for excellence in scholarship, and Miss Lillian Kelleher of Court street, who received the award for excellency in pediatrics.

The address was given by Mayor James M. Curley, who also presented the diplomas.

Included in the class were one Avon and eight Brockton young ladies, including the Misses Lillian Kelleher and Dorothy Kelleher, Court street; Helena Wishart, Brunswick street; Mary Joseph, Forest avenue; Grace Conroy, West Elm street; Arlene Spear, Ash street; Catherine Cronin, Wyman street, and Frances MacDonald of Avon.

SPRINGFIELD UNION 7/22/31

Comment of the Country

A Gas Service Charge.

From the Boston Herald.

A new chapter now opens in the long-continued controversy over the service charge of the Boston Consolidated Gas Company. The Department of Public Utilities having refused to alter its decision allowing the collection of 50 cents a month from each customer, Mayor Curley has recourse to the Supreme Judicial Court in the hope of obtaining a cancelation of this charge.

The company itself has been before the department at least three times in quest of the authority to impose it. The petition for a service charge of one dollar was denied, in a decision in which the commission intimated that a charge of half that sum might be justified. The company applied for a charge of 75 cents which the commission refused to allow. Finally, on a third plea, the commission granted the right to collect a charge of 50 cents. In the several hearings, the whole matter was canvassed thoroughly and from all points of view.

When the Consolidated acquired the Charlestown Gas Company, its rates began to apply in the Charlestown district, which includes parts of Somerville and Chelsea. Thus a district which had no service charge became subject to a schedule which included this 50 cent bill. In the resulting agitation, the city of Boston asked the department to abolish it, mainly on the legal point that the commission had no authority to allow it. On July 1 the department dismissed the petition. There now follows the application to the Supreme Court.

The argument for the charge is in short that many, perhaps most of the customers of the large gas companies do not pay their way. For each consumer, a meter is installed and a pipe connection made with the gas main. There are the costs of reading the meter, of keeping the account and rendering the bill, maintenance and depreciation, to be considered. The company asked some years ago that an allocation of the costs of laying the mains and keeping them in repair should be included in a service charge. The D. P. U. held that this cost could not be calculated accurately, and that it would be unfair to small groups dependent on long mains.

The service charge is based on the cost to the company of carrying each customer, whether he uses any of the "commodity" or not. At the time when the 50-cent charge was authorized, a reduction in rate was made from $1.20 a thousand cubic feet to an even dollar. In consequence, any consumer using 2500 cubic feet or more of gas pays less for it than under the old rate, and those using less than that amount will pay more. It has been said repeatedly that the small householders get the benefit of the reduced cost, and the people in large homes and in apartment houses use but little gas and pay more for what they do use.

The point in law which the city will emphasize before the Supreme Court probably will be based on an act passed in 1927. The mayor in a recent statement said that this statute forbids the company to impose a service charge and requires it to confine its bills to the consumption of gas as shown by the meter readers. The sentence relied upon is this: "Such rates, prices and charges shall apply to the consumption shown by meter readings made after the effective date of such rates, prices and charges, unless the department otherwise orders." The stress doubtless will be on the word "consumption." On the other hand, a different emphasis may be derived from the reading of the entire section.

What the court may do is a question. It is interesting to note that in the Gurney heater case the court, in commenting in its decision on the law under which the D. P. U. does its work, said that "the implication of a statute of such comprehensive sweep is to supersede all common law."

The New York Untilities Commission recently allowed a service charge by indirection. The law says there shall be none. A company was permitted a minimum charge of a dollar a month for which it is required to supply 500 cubic feet of gas, a rate of 20 cents a hundred, but thereafter the rate is to be 10 cents a hundred. Thus the equivalent of a service charge is collected. Certain electric companies have dealt with the matter in the same way.

SALEM NEWS 7/24/31

Trade Board of Boston Not Keen For Parking Plan

Mayor Curley's proposed alternate unlimited parking in downtown Boston was attacked as a system which would hurt business, reduce the available parking space, and help nobody but the all-day parker by the retail board of the Chamber of Commerce in a report sent to the meeting of the traffic commission yesterday.

Police Commissioner Hultman and Traffic Commissioner Conry, leaders of the traffic commission-police department controversy over parking rules, attended the meeting. Both were reproved indirectly in the C. of C. report, Conry for changing rules, and Hultman for incomplete enforcement of existing regulationhs.

The trade board complained because frequent rule changes and discussions gave the public the impression that Boston had a parking problem more serious than it really is, and that this impression hurt business.

The trade board report attacked Mayor Curley's argument that alternate parking would attract shoppers, increase curb parking space, lessen confusion by placing a uniform rule on all streets, and be more enforcible. The report asserted that just the opposite would result.

MARLBORO ENTERPRISE 7/22/31

WORLD FLYERS ARE WELCOMED

Massachusetts Opens Arms to Post and Gatty

Boston, July 21 (INS)—Massachusetts opened wide her arms today to welcome and pay tribute to Wiley Post and Harold Gatty, the "round-the-world-in-eight-days flyers."

Coming here from New York state to begin a countrywide tour with their famous airplane, the "Winnie Mae," the globe-girdling airmen had mapped out for them a strenuous program before they take off tomorrow for Springfield, their next stopping place.

This program included a personal greeting by another intrepid American flyer, Rear Admiral Richard E. Byrd and a visit to Byrd's South Polar ship.

From the time of the landing of Post and Gatty at East Boston airport until they tumble into bed following a banquet tonight at Marblehead a round of receptions was carded. These included:

Greeting at the airport, reception by Mayor M. J. Whalen, of Chelsea, a triumphal tour of the business district from Chelsea, visits to City Hall and the State House to pay their respects to Mayor James M. Curley and Governor Joseph B. Ely, a luncheon by Crosscup-Pishon Post of the American Legion, a public reception on Boston common by 1,000 school children in the afternoon, the presentation of bronze statues by the Mayor, the presentation of two model airplanes made by members of the Boston Junior Aviation League, a visit to Boston's historic and beauty spots, an inspection of Byrd's polar ship in Charles river basin, an evening dinner by the Mayor, an evening band concert on Charles river esplanade and a flyer's banquet at Marblehead.

SPRINGFIELD REPUBLICAN 7/24/31

POLICE SERGEANT IN HUB PETIRED

Boston, July 23—Sergt. Delbert R. Augusta, deskman at the police commissioner's office during the regime of Edwin U. Curtis and Herbert A. Wilson, and the early part of Eugene C. Hultman's term of office, was retired yesterday by Commissioner Hultman, following the signing of his papers by Mayor Curley.

LOWELL COURIER-CITIZEN 7/22/31

Post and Gatty Descend on Boston by Surprise

Arrive at Airport Ahead of Schedule to Find Reception Committee Missing---Greeted by Mayor and Governor and Cheered by Noon Crowds

BOSTON, July 21 (AP)—The city and state joined today to honor Wiley Post and Harold Gatty, whose recent round-the-world flight shattered all records.

At the City Hall, Mayor James M. Curley paid his tribute to the two men, while at the State House Governor Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world himself.

Noonday Crowds Applaud.

Along the streets noonday crowds, held in check by police reserves, added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car, smilingly acknowledged the tribute of the crowd.

Their arrival at the East Boston airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they negotiated their globe-circling flight that it took every one by surprise.

Trip at 175-Mile Average.

The official committee had not arrived, and the military and National Guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skiiful landing. The men had made the trip at an average speed in excess of 175 miles an hour, despite heavy patches of fog and a low ceiling.

At the Hotel Bradford, the civic procession in their honor was halted long enough for the aviators to refresh themselves with a shower bath, and incidentally, to receive the most unusual welcome of the day.

Meet Two Conventions.

A group of 100 deaf mutes, attending a convention there, signalled their greetings in the sign language.

Later, Post and Gatty were guests of the Crosscup-Pishon post of the American Legion, but managed to steal away long enough from that function to be presented to the American Hotelmen's Association, which was meeting in convention in the same hotel.

SPRINGFIELD UNION 7/20/31

Boston Political Speculations

Following quite consistently after Senator Walsh's warning to Democrats that Massachusetts is a Republican State is Senator Marcus Coolidge's recent statement that he was elected by Republicans. As these confessions are not disputed, it seems to be possible to lay down the principle in Massachusetts politics just now that, though it takes a Democratic plurality to nominate a Democratic candidate in this State, it takes Republican votes to elect him.

Both parties are naturally concerned in such a principle. Presumably both are giving it serious consideration from somewhat different points of view. The fact that 85 per cent of the Democratic primary vote is cast of Worcester and largely in and about Boston naturally provides food for thought to a Western Massachusetts candidate for Governor which Governor Ely would be, if he sought re-election and if the political ambitions of Mayor Curley should so far get the better of him as to induce him to seek nomination.

The Governor was exceptionally fortunate in the Democratic primaries of last year. Though he had two Eastern candidates against him, one was a natural tailender and the other, John F. Fitzgerald, had formally withdrawn and taken temporarily to the hospital. Nevertheless Governor Ely won the nomination over the self-renounced and invalided candidate by only 32,804 plurality, of which about 27,200 came from the 15 per cent of the Democrats in the four western counties. If Worcester County is included, his primary plurality came wholly from that and the four western counties. The 85 per cent of the Democracy in the eastern section divided its allegiance rather evenly between Governor Ely and the man in the hospital.

There seems to be an inclination in Boston just now to raise the question how the candidacy of Governor Ely for renomination might fare, if Mayor Curley should make up his mind to become a candidate. If last year 85 per cent of the Democracy broke even between Governor Ely and a man who was no longer a candidate, what would be the effect on 85 per cent of the Democracy if Mayor Curley should undertake a mobilization for his own candidacy?

Though the Democratic politicians of Boston are speculating considerably in advance of the 1932 primaries, it is possible that they are thinking about the difference between nominations and elections. It might be easier to nominate Mayor Curley than to get the Republican votes to elect him and it might be harder to renominate Governor Ely than to get the Republican votes in Western Massachusetts to elect him.

All that can really be said safely at this early stage of speculations is that, should Mayor Curley enter the contest for the Democratic nomination for Governor he would not withdraw his candidacy and retire to a hospital come what may. He is not of the withdrawing or retiring type.

SALEM NEWS 7/22/31

'ROUND WORLD FLIERS GUESTS OF HUB TODAY; DINE AT MARBLEHEAD

Associated Press Photo

Wiley Post (Left) and Harold Gatty Just Before the Takeoff on Their Flight Around the World

Boston, July 21 (AP)—Greater Boston was prepared to add its tribute today to Wiley Post and Harold Gatty, the pair who flew around the world in record shattering time.

The famous fliers were to arrive at the Boston airport at 11 o'clock and enter immediately into a program of receptions in their honor. In addition to Gov. Joseph B. Ely, Mayor James M. Curley and other officials who were to greet the airmen, there was a possibility that Rear Admiral Richard E. Byrd might fly to Boston from Bar Harbor, Me., to attend the festivities.

The day's program called for a parade from the airport to City hall, and the State house; a luncheon by the Crosscup-Pishon post, American Legion; concert on the Common, presentation of gifts to the fliers; tour of historical points in Greater Boston, and evening band concert on Esplanade.

DINE AT 'HEAD TONIGHT

The world fliers, Post and Gatty, are scheduled to dine at the Fo'cas'le at Marblehead this evening, previous to the band concert on the Esplanade in Boston.

QUINCY PATRIOT-LEDGER 7/20/31

Hurling Stones at Youngman

Boston Review Writer Tells Why It Doesn't Get Anywhere and Why Gubernatorial Candidate Is Making Progress

The latest issue of the Boston Review discusses the campaign for governor now shaping up for Lieutenant-Governor William S. Youngman. The article appears under a nom de plume and says:

I am deeply interested in the campaign of Lieutenant-Governor William S. Youngman, now under way, for the Republican nomination for Governor of this glorious old Commonwealth. Do not misunderstand me. I am interested merely because I am fond of watching the methods of a man who wants something, is not afraid to say that he wants it, and proceeds to go after it. I do not know, but I do not believe that the lieutenant-governor ever allowed himself to be deposited in the hands of his friends. He appreciates friendships, of course, but he prefers to be his own campaign manager.

Is he beginning too early? Yes and no, but mostly no, as the somewhat celebrated Andy would say. It is true that the election of the next Governor will not take place until November of next year, and for the usual candidate a campaign at this time would be too early, but, as most of my readers may understand, William S. Youngman is not one of the usual candidates. He is an unusual one and has been since he first entered the game. He has more opponents among leading Republicans than any other man ever had who had the effrontery to seek high office without consulting the powers that would like to be, but, obviously, are not.

It is highly probable that William would be more responsive to the desires of the men higher up in his party if he did not realize, as a great many do, that actually their power is practically nil. The result of the State election last year demonstrated that fact. And so William is already at work in his own way, and being somewhat warmly welcomed lately in State headquarters, but not giving overmuch attention to that except, possibly, for the purpose of wondering what it all means. And so, as his campaign progresses, it actually advances.

There are, as I figure it, five other well-known Republicans who would like to be nominated for Governor in 1932, but not one of them is an avowed candidate, and it may be that none of them will be, but there may be two of them who will step out and seek the nomination. If two of them do, William, in my opinion, will win easily. If one of them does, it will be an interesting conflict, but I think that even then William will carry off the nomination. In other words, it strikes me that the next Republican candidate for governor will be William S. Youngman, unless his opponents get together, name a man to carry the fight to him and proceed to undo, if they can, what William has already done. Thus far there has been a good deal of conversation, but that doesn't count.

William is already being accepted by the political and non-political drys as one who will represent them in the next State contest. He has done nothing to dispel the belief that he is opposed to repeal, modification, and privately licensed boose-selling. It is true that the Commonwealth is wet and that a majority of its voters, including members of both parties and of neither party, is decidedly wet, but there is reason to believe that a majority of the thick-and-thin Republican electorate who make nominations in the primary elections is dry—or nominally dry. A great many of those who constitute that majority are of the variety who talk dry and are not allowed by their other halves to keep liquor in the house, but who fairly lap it up when given an opportunity and the wives are not on hands to prevent such enjoyment.

A great many of the nominal supporters of prohibition are built that way. A majority of them will probably support Youngman in the primaries because their wives won't let them go to the primaries unless they promise to do as they are told. And their wives will be on hand to vote right and see that their males do likewise. In spite of this advantage, which Youngman seems to have at the present time, I cannot see why so many of his opponents are saying:

"Let him have the nomination, give him a sound beating at the polls, and we can start the battle of 1932 without being hampered by him."

That is not good logic. It should be remembered that William survived the walloping that was administered to Allen and some other candidates in 1930, and he is boosting himself in his present campaign by referring modestly now and then to the figures of last year. If the Republican leadership in Massachusetts has reached such a degree of invisible mentality that it is willing to surrender a nomination to somebody whom it dislikes in order that he may be beaten by the Democratic candidate at the poll, then the Republican leadership deserves to be drummed out of its leadership.

The Democrats, almost to a man, are praying that Youngman will be nominated, for they feel, or say, that his own party will help to down him, but let us look at that side of the case. There will be, according to present conditions, two candidates for the Democratic nomination for governor. One of them is Joseph B. Ely, now serving his first term, and the other is James M. Curley, who was defeated as the Democratic candidate a few years ago, but who polled more votes then than any other Democratic candidate had ever received. The man who defeated him was Alvan T. Fuller.

If Mayor Curley persists in his present determination to be a candidate, it is highly probable that Gov. Ely will decide not to run, because it seems to be self-evident that Curley can defeat him for renomination, thanks largely to some serious errors that the governor has made in his selections for appointments. Let us suppose that Ely will retire, that Curley will be nominated by the Democrats, and that he and Youngman will fight it out at the polls. What then?

I don't know. Nobody knows. We all know that Curley would receive thousands of Republican votes, but we also know that Youngman would get thousands of Democratic votes. The mayor has many enemies in his party, as any man must have who has been a leader so long and who has not pussyfooted as a leader. Ely's friends will not vote for him if he forces Ely to quit. How many of them there are, we can only guess.

However, it is not beyond the possibilities that letting Bill Youngman have the nomination for the purpose of whipping him at the polls might result otherwise than in his defeat. It seems to be high time for Youngmans' opponents to do a little intensive thinking. Hurling stones at Bill is not accomplishing anything.

WORCESTER GAZETTE 7/21/31

HAIL WORLD FLIERS ON VISIT TO BOSTON

3000 Cheer Post and Gatty —Airmen Welcomed by Curley and Ely

BOSTON, July 21 (INS)—The globe-girdling airplane Winnie Mae, with Wiley Post and Harold Gatty aboard which crossed two oceans and braved the hazards of many lands, "clipped the tree tops" of Massachusetts today as the famous birdmen arrived from Walden, N. Y., for a day's stay before proceeding to Springfield, next stop on their American tour.

Post and Gatty hummed the Winnie Mae across the old Bay State at an hour and a half clip so fast that they arrived 20 minutes before schedule and found only a police guard and a few spectators and newspapermen awaiting them at the airport.

The fog was to blame. "The mist was getting so thick over Walden that we feared we would be fogbound," said Post. "We decided that if we were to come to Boston we would have to take the hazard at once. So we took off and clipped the tree tops all the way. The ceiling was very low, but we came through okay."

By the time the fliers had "anchored" their plane and received the greetings of Stanley White, representing Mayor James M. Curley, and Roland Baker, of the aviation committee of the Crosscup-Pishon post, American Legion, a crowd of 3000 persons began arriving at East Boston airport. Post and Gatty were cheered as they left by motor for Chelsea.

Presented Bouquets of Flowers

At Chelsea City hall, the intrepid airmen were greeted by Mayor John J. Whalen and each flier was presented with a bouquet by the two sons of the mayor, John J., Jr., 5, and Fred A., 3. Crowds in Chelsea square gave the visitors a "big hand." Riding a la Lindbergh atop the tonneau of a touring type automobile, Post and Gatty rode through Charlestown and into Boston proper, being recognized all along the way.

Meanwhile a squadron of 12 airplanes, six army and six navy, zoomed and dipped overhead in welcome. At Boston City hall, the distinguished airmen were greeted and welcomed officially to Boston by Mayor James M. Curley. They signed his guests' book, shook hands and departed.

It had been planned to have the aviators ride through the business district, but the route was shortened and Post and Gatty were driven directly to the State House from City hall. Hundreds of persons were disappointed at not seeing the birdmen. At the State House Post and Gatty were welcomed to Massachusetts by Gov. Joseph B. Ely.

A large crowd awaited the fliers at the capitol. After being introduced to Post and Gatty by Mayor Curley, Governor Ely said:

"I present you with these state seals. We welcome you to Massachusetts. I think your performance was wonderful. I heard your landing over the radio. If I was sure that you were going to fly the plane I'd like to go round the world with you. It was a truly wonderful performance."

Post said that although he had been in Springfield once this was his first visit to Boston, off whose shores he and Gatty flew on their memorable air voyage. Leaving the State House, Post and Gatty motored to a downtown hotel for a dinner by the American Legion post, whose membership is composed of prominent advertising men.

LEWISTON SUN 7/22/31

BOSTON AND STATE HONOR POST, GATTY

Curley and Ely Pay Tribute—Noonday Throngs Cheer Fliers

Fast Flight from Walden, N. Y. Surprises Welcoming Committee and Planes

Boston, July 21—(AP)—City and State joined today to honor Wiley Post and Harold Gatty whose recent round the world flight shattered all records of speed.

At city hall, Mayor Curley paid his tribute to the men, while at the State house Gov. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world himself.

Along the streets noonday crowds, held in check by police reserves, added their bit to the applause. The aviators, perched on the rear tonneau of a big touring car smilingly acknowledged the tribute.

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Later Post and Gatty were guests of the Crosscup-Pishon post of the American Legion but managed to steal away long enough from that function to be presented to the American Hotel Men's Association which was meeting in convention in the same hotel.

NEW BEDFORD MERCURY 7/22/31

POST, GATTY WELCOMED AT BOSTON

City and State Join in Honoring the World Flyers

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At the city hall Mayor James M. Curley paid his tribute to the two men while at the state house, Governor Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world, himself.

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WESTFIELD HERALD 7/23/31

POLICE SERGEANT IN HUB RETIRED

Boston, July 23—Sergt Delbert R. Augusta, deskman at the police commissioner's office during the regime of Edwin U. Curtis and Herbert A. Wilson, and the early part of Eugene C. Hultman's term of office, was retired yesterday by Commissioner Hultman, following the signing of his papers by Mayor Curley.

SPRINGFIELD NEWS 7/21/31

Post and Gatty at Boston, Greeted By Ely and Curley During Public Receptions

World Fliers Arrive In Hub Before Schedule After 'Clipping Tree Tops' In Flight From New York State; Parade Program Cut Short; Crowds Acclaim Air Heroes As They Proceed to State Capitol

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Greetings by Ely

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"I present you with these state seals. We welcome you to Massachusetts. I think your performance was wonderful. I heard your landing over the radio. If I was sure that you were going to fly the plane I'd like to go round the world with you. It was a truly wonderful performance."

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HARTFORD COURANT 7/22/31

Governor Roosevelt's Busy Friends

Although Governor Roosevelt of New York has not yet formally announced his candidacy for the presidential nomination of the Democratic Party, the campaign which his friends have undertaken on his behalf has made impressive progress. Within the past week, Mr. James A. Farley, the chairman of the Democratic State Committee of New York, has returned from an extended trip through the West, with reports that Governor Roosevelt is the outstanding favorite of the Democrats beyond the Mississippi for the nomination. Still more significant is the recent announcement of Mr. Joseph Guffey of Pennsylvania, where he is a power in the Democratic Party, that its delegates to the national convention will almost unanimously support the candidacy of the Governor.

Such pronouncements make plain that the supporters of Governor Roosevelt have no fear that his candidacy will suffer because it is advanced a year before the conventions. Ordinarily presidential candidates prefer not to be too far in the lead at such an early date, but perhaps the friends of Governor Roosevelt have good reason for their activity. The opposition within the Democratic Party to his nomination is not open, but is for the most part under cover. Apparently his friends believe that the best way to prevent the "dark horses," such as Mr. Newton D. Baker of Ohio, Mr. Owen D. Young and Mr. Alfred E. Smith, from becoming formidable contenders is to pledge as many leaders as possible in advance of the convention.

The pronouncement of Mr. Guffey is particularly noteworthy because he was, in 1928, one of the most vigorous supporters of the candidacy of Governor Smith. His enlistment in the cause of Governor Roosevelt means that, if Mr. Smith intends to seek renomination, he will be obliged to fight for it.

Whether or not the Democrats elsewhere in the East will be influenced by Mr. Guffey's action remains to be seen. Sentiment for the renomination of Mr. Smith has been strong in Connecticut, Massachusetts and Rhode Island, although Governor Roosevelt has already made a convert of Mayor Curley of Boston. Perhaps the Democrats of New England will remain loyal to "Al" to the end, but if he wants a renomination, he plainly can take nothing for granted.

HUDSON SUN 7-1-31

WORLD FLYERS ARE WELCOME

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This program included a personal greeting by another intrepid American flyer, Rear Admiral Richard E. Byrd and a visit to Byrd's South Polar ship.

From the time of the landing of Post and Gatty at East Boston airport until they tumble into bed following a banquet tonight at Marblehead a round of receptions was carded. These included:

Greeting at the airport, reception by Mayor M. J. Whalen, of Chelsea, a triumphal tour of the busniess district from Chelsea, visits to City Hall and the State House to pay their respects to Mayor James M. Curley and Governor Joseph B. Ely, a luncheon by Crosscup-Pishon Post of the American Legion, a public reception on Boston common by 1,000 school children in the afternoon, the presentation of bronze statues by the Mayor, the presentation of two model airplanes made by members of the Boston Junior Aviation League, a visit to Boston's historic and beauty spots, an inspection of Byrd's polar ship in Charles river basin, an evening dinner by the Mayor, an evening band concert on Charles river esplanade and a flyer's banquet at Marblehead.

PITTSFIELD EAGLE 7/21/31

CURLEY TAKES BOB WASHBURN CAPTIVE

Says Boston Is Beginning to Appreciate the Remarkable Man She Has at the Head of Her Municipal Affairs—He Has Virility and Versatility—A political Bison, Admired, Yet Feared—"He Can Purr Like a Pussy, Fight Like a Tiger Cat."

(Washburn's Weekly in Boston Transcript.)

A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to berate him now assert, enthusiastically, that Boston is the best governed city in the country. They indorse him, from Alpha to Omega, without limitation or qualification.

Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume club, the Boston Athenaeum, the Massachusetts Historical society and the churches about Copley square, who wash, not as a religious rite on Saturday night, but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet, when some read the posters which were spread over Boston in the last municipal campaign: "Boston needs Curley," they revised these words to read: "Curley needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side streets, and anemic men crawl up into the tree tops.

He has not only virility, but also versatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger, and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nuthin. He has a modulation of voice unpassed. He can purr like a pussy cat, fight like a tiger cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South.

He dynamites an adversary, so that the fragments cannot be gathered together in as few as 12 baskets. He is at ease not only with the man on the street, but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency, but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before the linen with a knife find him adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

He has the appeal of the thoroughbred upon the track, when those who ride assume the dangers of the ditch for the charm of the ditch and the thrill. They are happy, that is, while they are happy, though they may not know whether they are to continue on top of the grass or disappear permanently beneath it. He has unlimited political potentiality, that is if he curbs his torrential spirit. It is often wondered, however, whether hs spavins will retire him to the pastures, as is wondered of all plunging performers.

In him are all the dangers of the electric current, which when harnessed drives the trolly, but when in storms it runs muck, wounds and destroys. He is a political product which, if properly developed, could sit anywhere, politically. Will he respond? This those who stand by him ask and hope that he will measure up to the confidence of the best. He is a political bison whom the virile admire and yet fear.

NEW BEDFORD STANDARD 7/22/31

POST, GATTY WAIT FOR BOSTON COMMITTEE

Boston, July 22 (AP)—The city and state joined Tuesday to honor Wiley Post and Harold Gatty, whose recent round-the-world flight, shattered all records.

At the city hall Mayor James M. Curley paid his tribute to the two men while at the state house, Governor Joseph B. Ely told them that if he was sure they would fly the plane he wouldn't object to going around the world, himself.

Their arrival at the East Boston airport, an hour and a half after they had taken off from Walden, N. Y., was so characteristic of the promptitude with which they negotiated their globe girdling flight that it took everyone by surprise.

The official committee had not arrived and the military and National Guard planes which had been assigned to welcome them were still warming up their motors when the big white monoplane, Winnie Mae, glided to a skillful landing.

PORTLAND PRESS-HERALD 7/21/31

Curley's Words Interpreted By Sign Language — Five Young Women "Recite" In Unison The Hymn America

Boston, July 20—(AP)—Delegates representing those who live their lives in a silent world gathered in Boston today for the quadrennial convention of the National Fraternal Society of the Deaf.

The lobby of the big hotel which they made their headquarters, although crowded throughout the day, was strangely hushed. The voice of the bell boy who walked through the ground floor crying "call for Mr. Fahey" seemed noisily unnatural.

In old Faneuil Hall, "Cradle of Liberty," 1200 of the 2500 delegates assembled to receive the greetings of Mayor James M. Curley and a representative of Governor Joseph B. Ely. They "heard" the addresses through the flying fingers of an interpreter, Mrs. Doris Jackson of Haverhill, Mass., daughter of deaf mutes and wife of a deaf mute, although she, herself, enjoys normal hearing.

Five attractive young women, with rhythmic unison, recited in the sign language, the patriotic cadences of the hymn "America."

LAWRENCE TRIBUNE 7/21/31

Friday's edition of the Boston Record carried a splendid likeness of Miss Cecelia O'Connell, daughter of Mr. and Mrs. Patrick O'Connell of Fern street, as she was receiving her diploma of graduation from Long Island hospital, Boston, from Mayor James M. Curley. Miss O'Connell was one of three local girls to be graduated from the hospital at the commencement exercises conducted Wednesday afternoon. In addition to awarding the diplomas Mayor Curley presented each graduate with a box of candy and an autographed photograph of himself.

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WOBURN TIMES 7/21/31

MAYOR CURLEY HAS GUESTS FOR HARVARD GAME

.. Mayor Curley proposes to make the occasion of the football game between Harvard and the University of Texas on October 24th a gala day and has extended invitations to Governor Ross D. Sterling, former Governor Dan Moody and 27 mayors of Texas cities, as well as the city manager of Tyler, Texas, to accompany the team to this city and to be his guests at luncheon at the Copley-Plaza on the day of the game.

WORCESTER TELEGRAM 7/19/31

Nighties and Politics

Summer Political Gossip Babbles On—Another Boom for Fuller—Wiggins for Governor—Draper-Butler Reconciliation Is Being Discussed

By BEACON HILL

BOSTON, July 18.—It's luck that the Legislature is not in session, now that the state board of health has rescinded its order that public lodging houses shall furnish clean night gowns to lodgers. It all looks innocent enough; and Dr. Bigelow says he is a bit tired of the jokes about relative legal merits of old fashioned nighties and 20th century pajamas. A determined legislator could do quite a little with the issue, however, and he would want to know whether this rescindment or annulment were another slap at the Massachusetts textile industry. He might ask for a new order, that would not only require the issuance of nighties, but that they should be made of cotton and in Massachusetts mills.

Someone might ask for a statewide census on old fashioned nighties and pajamas; and maybe a lesson in the degeneration of New England spirit could be drawn from the results. In the hard old days when this nation was being made possible, the hardy home folks went to bed at a seasonable hour, and when they got ready for bed they knew they were ready. Once let a man get his nightgown on, and he was just ready for bed and nothing else. If he lived by the sea it made no difference. There never was a beach party for guests in flopping nighties. All this folderol of beach antics came in when the fashion changed and a man ready for bed was equally ready for social functions of a public nature.

And the Ladies, Too

The point is that in those old days a man always knew whether he was up or abed, and he never was half way between. It was the same, if we may with propriety and delicacy say so, with the ladies. No lady ever thought of going shopping down at the corner clad in her nightie. She didn't sit around playing bridge after she had taken her hair down and arranged it in a neat braid. Nowadays you can't tell whether she is headed towards bed or a party.

So the precisians can find in this abandonment of the night gown requirement for lodging houses one more nick in the stock of the gun which is popping off the conventions and the constitution, bit by bit.

It might be a grand thing for public law and order and for the preservation of New England character, if everyone, at lodging houses or elsewhere, could have issued to them, officially, at about curfew time, not only a state-licensed nightie, but also a pair of carpet slippers, a night cap, a candle and a good long drink of cocoa shells. Then everyone would go to bed and there would be less high jinks.

However, the Legislature has gone home, to its own nighties, and no one will pay much attention to this new order from the state board of health—though it is the only item of fact worth the ink to print it, at the top of Beacon Hill about now.

For the rest, the air is filled with rumors, and the regular midsummer season of hot-weather politics is in full blast. The politicians have to talk about something, so they are dragging reluctant or unconscious potential candidates from their natural retirement and are making up party slates. The Republican state committee is in a state of pleasant coma, as it should be at this time of the year. The crowds in the governor's office are thinning out. The elevator men have no one to talk to, and the scrub women who make their nightly knee-bent pilgrimage about the marble halls find a good deal less to mop up than they found through the season of tramping political feet.

Another Fuller Boom

During the week the most dramatic output was the story that there is a serious movement on foot to place former Governor Alvan T. Fuller on the national ticket along with Mr. Hoover, a sort of hands-across-the-continent sort of thing, and having in mind the bitter Republican thought that this state is so far from being safe for Republicans that it almost safe for Democracy; with a capital D.

One of the obvious enticements in such a story is that it might smoke out the ex-governor in the little matter of the governorship nomination next year. That won't work. No one is going to smoke out Mr. Fuller. Mr. Coolidge won a world fame for being silent on more matters than any man previously in the political eye. Mr. Fuller talks a great deal more than Mr. Coolidge, but he is equally silent on the matters that political guessers most want to hear him talk about.

There is just one new name heard around the Hill in connection with the governorship, from the Republican angle; and it is a safe guess that this man has never heard of it and has never given it a thought. If he happens to read this he will perhaps see the thing mentioned for the first time

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WORCESTER TELEGRAM 7/19/31

within his knowledge. Yet the name was brought forward by a man who knows a good deal about politics in this state and who is not given to idle talk.

This name is Joseph Wiggin, lawyer. He has never had any personal political ambitions, so far as we know. He now serves as one member of the Boston transit district commission, an unpaid office. Throughout the Fuller administration he was the governor's closest adviser, the man on whom the governor often leaned for strength—and always got it. Mr. Wiggin is a serious-minded man with a sense of humor. He is a quiet man who is affable. He is easily approached by interviewers who do not get much information out of him. He is democratic but not a mixer. He is a man of high integrity but not a reformer. He is an eminent lawyer who is by choice and preference not connected with any of the big law firms—he goes on his own way, like his father before him.

Now, what is the sense in talking about him for governor? If anyone asks him about it he will smile and wave the idea away. Yet he may not be able to do quite that. He has been in close touch with public affairs, stands well among public men, is the kind of man other men instinctively trust, firm but not hard, determined but not pugnacious, suave but not smooth. Mr. Fuller almost certainly would support his candidacy—this is opinion.

Well, it's summer, and such political talk as this is inevitable; but among all the tosses and throws of chance this is the surest one we have happened on since cold weather.

A Butler-Draper Peace?

Another bit of talk circulating political highways and byways—particularly the latter—is that a "reconciliation" may be effected between William M. Butler and Eben S. Draper, for the good of the party. It will be recalled that after the recent party primary which nominated a Republican candidate for the United States Senate, there was some unfortunate publicity in which too much bitterness appeared for the good of the more or less grand old party. Since then both men have been little talked about in the public halls of politics. Mr. Draper has elected to keep inactive politically, and Mr. Butler as a defeated candidate for the Senate has also been in eclipse.

Conditions are changing. A new campaign is near at hand. Next year we elect a state ticket again, some congressmen, and a President of the United States. No man in the state has shown better organizing ability than Mr. Butler. He has stood for some of the strongest qualities in the party organization. His services as chairman of the party national committee were conspicuously successful from every point of view. He could have retained the national chairmanship if he had been willing to do so. He probably could have the chairmanship again if he would take it.

In the present conditions of party drifting, a good deal of thought has been turned towards Mr. Butler again, not as a candidate for office at this time but as a sage and resourceful adviser and director of party strategy. A first step in such a new deal, or re-deal, is a public friendliness between Mr. Butler and his late primary antagonist, Eben Draper.

Mr. Draper's Position

Mr. Draper also was, until his mistaken utterance following the primary, a power in the party. His leadership of the Massachusetts Republican club was a powerful agency in strengthening the party.

One current suggestion is to enter Mr. Draper in the race for governor; or, if not that, for lieutenant-governor. The second thought is not very happy or practicable, because it would put him squarely in opposition to the recognized plans of Gaspar Bacon—and these two men are the most outspoken wet figures in the Republican party in Massachusetts. We could hardly see them running in opposition to each other next year.

If the Republicans want to pit a wet Republican against the dry Mr. Youngman, Draper obviously is to be had in mind. The only hitch to this has been his unfortunate position in consequence of his melancholy break after the primary. That can be patched up, say the proponents of the present program. They say that the senatorial primary developed a great deal of heat, and that it left the participants in a peppery frame of mind; and that what Draper said under those circumstances has nothing at all to do with the present problems and needs of the party.

The clear sailing that has been the apparent lot of Senator Bacon towards the Republican second place nomination is beginning to cloud up. The Draper candidacy for this nomination may presumably be dismissed, for the reasons just stated; but there are indications of what may be called preparatory activity among the drys, who seem to hold Mr. Bacon in especial disfavor for the intensity of his Middlesex club speech last winter. They have not yet concentrated this opposition on any candidate.

Meantime there is renewed talk in favor of Herman MacDonald, now associate commissioner of public works. Commissioner MacDonald shows no signs of personal excitement, and is taking no part in his own candidacy, so far as can be discovered, but some elements in the Republican party say they are convinced that he ought to enter the primary, and they hint at a novel and effective method of campaigning which, they profess to believe, would produce good results for their candidate.

Ely and Curley

That about sums up the week's more or less hysterical developments in the line of candidates and near-candidates. It is a curious phenomenon of politics that it is just such an off-season, in hot midsummer, (when many of the leaders are thinking more about their summer homes and golf and boating and fishing than they are about politics) that personal candidacies are seeded, to bloom with startling luxuriance in the fall and succeeding winter. It is a season favorable for the furtherance of plots and plans. This process is now going on; and the sidewalk and hallway political gossip of this mid-July may in the end be found to be a deciding influence in the ultimate disposal of political fortunes a year from next fall.

What is called "political gossip" may be, and often in the main is, trivial, but intermingled with it is often the making or the breaking of a party,

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WORCESTER TELEGRAM 7/19/31

a cause, or a personal future. Out of it time sifts the grain from the waste; and therefore this gossip has importance.

Over on the Democratic side there are no new developments of importance, and little purposeful gossip. The likelihood of Mayor Curley contesting the nomination with Governor Ely does not increase as the summer passes. As the case stands now, Mr. Curley's policy is, and must be, watchful waiting. With things as they are at the moment such a contest would be futile. There is little question among political observers not hampered by personal ties or commitments that the governor is popular. There is no indication at the moment that there could be any profit in opposing his renomination by his party.

This does not end the Curley chances; for politics is ever changeable, and politicians and their followers are ever temperamental.

SPRING FIELD NEWS 7/21/31

TEXANS ASKED TO BOSTON BY MAYOR CURLEY

Invites Mayors of the Lone Star State to Football Clash at Soldier's Field

Boston, July 21 — Mayor Curley hopes that the scheduled football game between Harvard and the University of Texas, to be played at Soldiers field, Cambridge, next October 24, will make it possible for the city of Boston to entertain a large and distinguished number of public officials and citizens of the Lone Star state.

He has already extended invitations to Gov Ross D. Sterling, former Gov Dan Moody and 27 mayors and one city manager of municipalities in Texas to be his guests at a luncheon at the Copley-Plaza hotel on the day of the game. In his letter to the mayors Mayor Curley said: "I know of nothing finer in character or marking a greater sincerity of purpose than engagements in athletic competition between the leading universities of the North, South, East and West. May I assure you in advance that the football eleven of Texas university, together with the alumni and undergraduates, will receive a royal welcome in Boston."

The mayor will also invite Dr Harry Yandell Benedict, president of the University of Texas, to the luncheon.

PROVIDENCE JOURNAL 7/21/31

Boston Treated to New Kind of Convention by Deaf Mutes

Lobby of Their Hotel, Although Crowded, Is Strangely Hushed; Half of 2500 Delegates "Hear" Official Welcome at Faneuil Hall

Boston, July 20.— (AP) — Delegates representing those who live their lives in a silent world gathered in Boston today for the quadrennial convention of the national fraternal society of the deaf.

The lobby of the big hotel which they made their headquarters, although crowded throughout the day, was strangely hushed. The voice of the bell boy who walked through the ground floor crying "Call for Mr. Fahey" seemed noisily unnatural.

In old Faneuil Hall, "cradle of liberty," 1200 of the 2500 delegates assembled to receive the greetings of Mayor James M. Curley and a representative of Governor Joseph B. Ely. They "heard" the addresses through the flying fingers of an interpreter, Mrs. Doris Jackson of Haverhill, Mass., daughter of deaf mutes and wife of a deaf mute, although she herself enjoys normal hearing.

Five attractive young women with rythmic unison recited in the sign language the patriotic cadences of the hymn, "America."

They were a sociable throng, despite their silence, seeming more friendly and better acquainted with one another than the members of groups attending most conventions. Surely, and with little difficulty, they threaded the maze of Boston's traffic-choked streets. With more foresight than many who enjoy normal hearing they were well informed of directions and conditions and had little need to ask questions, although they were equipped with pad and pencil for obtaining information from those who might not understand them.

At the hotel it was the same. Trained to observation and not dependent upon picking up casual information for their guidance, they found their way unobtrusively about. Bell boys and others found themselves singularly free of the responsibility of answering questions.

Everywhere fun, good nature and wholehearted merriment prevailed as groups left for sightseeing excursions and visits to places of historic interest.

SPRING FIELD UNION 7/21/31

Living in Silent World, 1200 Deaf "Hear" Addresses in Faneuil Hall

Convention of Society in Boston Greeted by Mayor Curley Whose Talk Is Interpreted by Flying Fingers of Daughter of Deaf Mutes; Five Recite Hymn.

BOSTON, July 20—(AP) Delegates representing those who live their lives in a silent world gathered in Boston today for the quadrennial convention of the National Fraternal Society of the Deaf.

The lobby of the big hotel which they made their headquarters, although crowded throughout the day, was strangely hushed. The voice of the bellboy who walked through the ground floor crying "Call for Mr. Fahey" seemed noisily unnatural.

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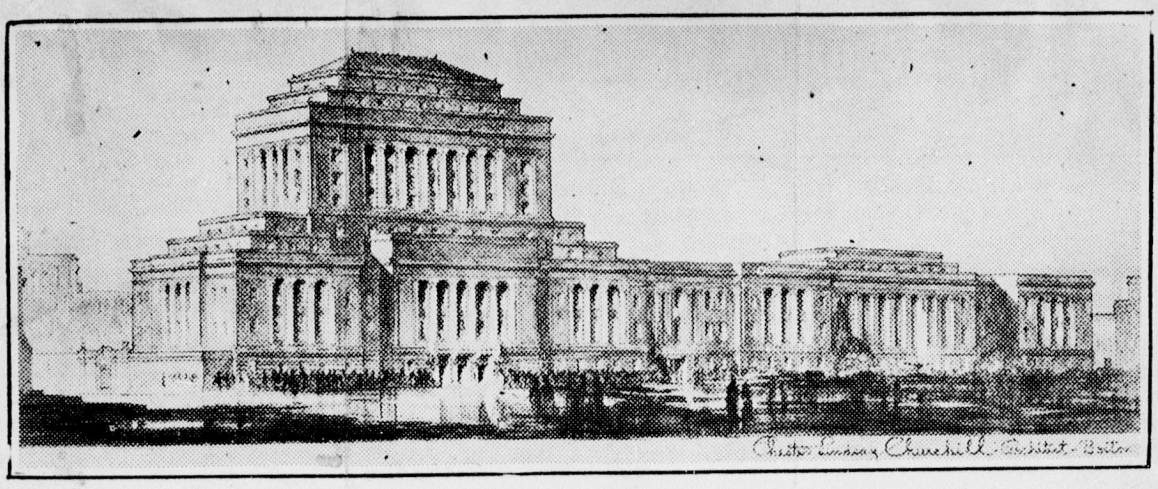
WELLESLEY TOWNSMAN 7/18/31

New Christian Science Publishing House



BOSTON, Mass.—Continued growth of the activities of The Christian Science Publishing Society has necessitated expanded facilities. To meet this condition The Christian Science Board of Directors of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, will erect, as soon as plans and arrangements are completed, a new Publishing House.

Here provision will be made for the needs of The Christian Science Monitor, The Christian Science Journal, The Christian Science Sentinel and all other literature published by the Society.

The new building, which will cost in the neighborhood of $3,000,000, will occupy approximately 58,000 square feet of ground bounded by Massachusetts avenue, Norway, Falmouth and Clearway streets, Back Bay. Operations are being hastened in accord with the public and private building program which Mayor James M. Curley of Boston has been urging in conjunction with President Hoover's recommendations for relief of unemployment.

The structure will have a varying height. Nine stories at the Massachusetts avenue end will be used for offices, while that part which will be opposite The Mother Church edifice will be three and four stories in height and in scale with this edifice.

The publishing building will be related in architectural style to The Mother Church, and its design has been influenced by the fact that in the future it probably will become one of a group of buildings which will surround and form a fitting architectural setting for the Church. It will be an all-stone building of the Italian Renaissance type, the lower story to be of granite and the upper stories of limestone.

Special attention will be given to the installation of modern heating and ventilating devices. The central plant will be housed in a building adapted to it, with an ornamental tower inclosing the stack, the tower to be of brick and stone conforming with the beauty and symmetry of the main building.

The building now occupied by The Christian Science Publishing Society, completed in 1908, will be used for the administration offices of The Mother Church.

The architect is Chester Lindsay Churchill, and with him is associated Lockwood-Greene Engineers, Inc., of Boston, who will have charge of the plant layout.

SPRINGFIELD UNION 7/17/31

Curley Asks Review of Service Charge

Declares 50 Cents Added to Gas Bills Violates State Law; Raps Utilities.

BOSTON, July 16—(AP) Mayor James M. Curley today asked the Supreme Court to review the action of the Department of Public Utilities commissioners permitting the Boston Consolidated Gas Company to make a 50 cents monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. He was allowed to intervene in a petition brought by customers of the company on April 7. Mayor Curley also stated his objections to the refusal of the commissioners to make rulings of law as requested.

NEW BEDFORD MERCURY 7/18/31

BOSTON TO PAY FOR POST, GATTY

Privilege of Welcoming Flyers Will Cost That City $1500

Boston, July 17—For the first time in the history of its receptions to successful aviators, the city of Boston is to pay for the privilege of welcoming flyers to its boundaries. Before the National Broadcasting company would send Harold Gatty and Wiley Post to Boston, Mayor Curley had to contract to pay a fee of $1,500 for the privilege.

According to Walter Myers, Boston representative of the broadcasting company, a similar fee will be paid by every other city at which Post and Gatty stop on their countrywide tour in the Winnie Mae.

All other notable aviator visitors to Boston have had the expenses of their flights to this city borne by their backers, but Boston has contributed liberally to their entertainment. For parades, luncheons, dinners, banquets and hotel accommodations, the city spent $14,637.23 on the Bremen flyers, $14,472.78 on Colonel Lindbergh's reception; $9,389.62 for the welcome to Admiral Byrd, with Acosta, Chamberlin, Hegenberger and Maitland, and $4,513.14 on the visit to Amelia Earhart, according to the city auditor's figures.

Mayor Ashley's invitation to Post and Gatty to visit New Bedford brought an invitation to New Bedford Board of Commerce to bid for their appearance here. In a telegram to The Standard the National Broadcasting company announced that it was seeking a $1,500 fee from each city visited by the flyers and added, "Comparing this sum to the fee for an ordinary sporting or theatrical attraction makes it seem very cheap indeed."

PITTSFIELD EAGLE 7/18/31

CURLEY FAVORS RAIL EXTENSION

Backs Savings Banks Association on Trunk Line Control

BOSTON, —July 18(AP)—Mayor James M. Curley was prompted by the stand of the Massachusetts Savings Banks association for the extension of trunk line control of New England railroads to issue another statement favoring this solution of the problem last night.

The mayor also forcast a connection between the Boston & Maine railroad and the Van Sweringen lines at the Hudson river when he said:—

"A permanent connection for the Boston & Maine and the Van Sweringens at the Hudson river would assure competition in the movement of this all-important export and import business of the Middle-West through the port of Boston. In the previous absence of such a competitive hookup the Boston & Maine has been limited to such business as the New York Central designed to give it.

"I am authoritatively informed that the officials of the Boston & Maine are delighted with the present possibilities."

The mayor concluded:—

"The day of provincialism in New England has passed. We have the means, knowledge and aggressiveness to assure to our ports adequate competitive rail service. With a definite tie-up and competitive through service over the Boston & Maine and Van Sweringen systems we may be assured of four-day ocean voyage to Europe."

GREENFIELD RECORDER 7/18/31

Question Gas Rate

BOSTON, July 17—(A.P.)—Mayor James M. Curley yesterday asked the supreme court to review the action of the department of public utilities commissioners permitting the Boston Consolidated Gas company to make a 50 cent monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. He was allowed to intervene in a petition brought by customers of the company on April 7. Mayor Curley also stated his objections to the refusal of the commissioners to make rulings of law as requested.

QUINCY PATRIOT-LEDGER 7/18/31

C. OF C. MAKES FALL MEETING SERIES PLANS

Mayor Curley, State Officials, and Others Invited to Give Talks

Secretary Fred A. Mayberry of the Chamber of Commerce is negotiating with several prominent men for appearance at a series of monthly C. of C. dinners and meetings commencing September 21.

William M. McNair of Pittsburgh has been invited to talk September 21 on "The Pittsburgh Plan." Mr. McNair, who is a distinguished attorney in that city, will be asked to tell of the successful operation of the Pittsburgh greater tax law, and give an account of its results upon that city's industrial and civic progress.

On October 19, Roger Babson of the Babson Statistical Institute has been asked to speak on business prospects for 1932, while on November 16, Mayor James M. Curley of Boston is expected to talk on his "Metropolitan Plan." On December 14, Henry S. Dennison of the Dennison Manufacturing company, a recognized authority on unemployment insurance, and old-age pension, has been asked to use this subject for his address.

Robert W. Belcher, divisional manager for the United States Chamber of Commerce, has been asked to address the January 18 meeting on the "Importance of a Virile Chamber of Commerce to a Community," while on February 15, the meeting will be addressed by President Henry I. Harriman of the Boston Chamber of Commerce, who is also the chairman of the Metropolitan Planning Board. For the March 21 meeting, Commissioner Long of Massachusetts has been asked to speak on "Taxation."

Quincy's industrial waterfront is a question of importance to the community, and Commissioner Frank E. Lyman of Public Works has been asked to address the April 25 meeting on "Channels and Waterways."

Plans are also being made for a series of monthly meetings for the Retail Merchants' Bureau of the Chamber of Commerce, and these meetings will be addressed by nationally-known speakers on subjects of particular interest to retail merchants.

HOLYOKE TRANSCRIPT 7/18/31

Boston Politics

The Boston papers keep on insisting that Mayor Curley intends to try for the governorship next time with or without the consent of Gov. Ely. They also point out that former Mayor Fitzgerald will help Gov. Ely for the nomination if he wants it.

Some say the Governor would like to get back to his law after two years in Boston and others say that those near him report that the mere mention of quitting burns him up. In all of this it is pointed out that Mr. Fitzgerald has fared well with the Governor in the matter of appointments. They say that he was the principal sponsor of Judge Richard E. Walsh, who was appointed to the Dorchester Court. The former mayor's chauffeur was later made a court officer in the same court and although Mr. Fitzgerald did not succeed in putting over his friend, Joseph W. Maynard, as registrar of motor vehicles, he is reputed to have had at least a passive influence in the final elimination of candidates for that position, much to the chagrin of some of Governor Ely's other advisers.

Massachusetts is one of those States where appointments can make or break a governor even before the appointees get a chance to prove themselves. They always make eleven enemies and one ingrate. No wonder Governor Ely likes to go slow in the appointments he has to put across. The outstanding midsummer line in Boston is that Mayor Curley isn't pro Ely and Mr. Fitzgerald is. By the way, the latter who was so sick and devitalized last year, is going good this summer.

PROVIDENCE JOURNAL 7/18/31

MAYOR CURLEY AGAIN URGES TRUNK LINE RAIL CONTROL

Approval of Banking Group Inspires New Statement by Executive.

Boston, July 17.—(AP)—Mayor James M. Curley was prompted by the stand of the Massachusetts Savings Banks Association for the extension of trunk line control of New England railroads to issue another statement favoring this solution of the problem tonight.

The Mayor also forecast a connection between the Boston and Maine Railroad and the Van Sweringen lines at the Hudson river when he said:

"A permanent connection for the Boston and Maine and the Van Sweringens at the Hudson river would assure competition in the movement of this all-important export and import business of the Middle West through the port of Boston. In the previous absence of such a competitive hookup, the Boston and Maine has been limited to such business as the New York Central deigned to give it.

"I am authoritatively informed that the officials of the Boston and Maine are delighted with the present possibilities."

The Mayor concluded:

"The day of provincialism in New England has passed. We have the means, knowledge and aggressiveness to assure to our ports adequate competitive rail service. With a definite tie-up and competitive through service over the Boston and Maine and Van Sweringen systems we may be assured of four-day ocean voyages to Europe."

7/18/31
SPRINGFIELD REPUBLICAN

CURLEY SUPPORTS TRUNK LINE IDEA

Hub Mayor Also Forecasts Connection Between B. & M. and Van Sweringen Roads at Hudson River

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LOWELL COURIER-CITIZEN 7/18/31

CURLEY ENDORSES RAILROAD MERGER

Mayor of Boston Believes Permanent Connection With Van Sweringens Desirable.

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7/21/31
SPRINGFIELD REPUBLICAN

ELY ASKED TO ATTEND RECEPTIONS TO FLIERS

Governor Invited to Events at Boston Today in Honor of Post and Gatty

From Our Special Reporter.

Boston, July 20—Formal invitations to Gov Joseph B. Ely to attend the receptions to be given Wiley Post and Harold Gatty, world air girdlers, upon their arrival at Boston tomorrow, were received by special messenger at the executive offices this afternoon from Mayor James M. Curley of Boston, and Comdr Paul Hines of a Legion post. Comdr Hines invited the governor to the luncheon and reception at Hotel Bradford at 1, which the Legion post will tender the fliers.

Mayor Curley's invitation was requesting the governor to accompany him and the fliers, after being received at the State House at 12.30 p. m. by Gov Ely, to the Parkman bandstand on the Common, where the city's reception will be held.

Gov Ely reached Boston late tonight, after more than a week away, and will be at his desk at the State House tomorrow.

WORCESTER POST 7/20/31

Mayor Curley Sends Invitations to Texans

BOSTON, July 20 (AP)—Mayor James M. Curley today extended invitations to Governors Ross S. Sterling and former Governor Dan Moody, 27 mayors and a city manager, all of Texas, to be his guests at a luncheon Oct. 24, before the football game between University of Texas and Harvard. The mayor said Boston would welcome as much of Texas as could come north on that date.

CHELSEA RECORD 7/21/31

To Open Overpass Friday Afternoon

Mayors and City Engineers of Nearby Cities to Be Guests at Dedication Exercises—Cost Estimated at $180,000

The $180,000 overpass at the Parkway and Broadway, Revere, which has been under construction for several months, will be officially opened Friday at 4:00 p.m. Mayor Andrew of the Metropolitan police at Revere A. Casassa and Capt. John J. Murphy are in charge of the program arrangements.

Among the invited guests are Gov. Joseph B. Ely, Mayor James A. Curley of Boston, the Revere City Council, the mayors and city engineers of Chelsea, Everett, Malden, Lynn, Salem and Beverly, members of the Metropolitan District Commission, and the State Public Works Commission.

LAWRENCE EAGLE 7/20/31

A Vote-Commanding Attitude

The Mayor of Boston concludes that the rumble of the heavy trucks should be distributed over the city without favoritism being shown to locality. That attitude should command the most votes.—Kennebec Journal.

Perhaps She Spends More

But if she can live on $15 a week before marriage, why does it take $1,200 a month alimony to support her?—Birmingham News.

WORCESTER GAZETTE 7/17/31

BOSTON TO MEET FLIERS' EXPENSES

Plan Announced Concerning Gatty and Post Visit on Tuesday Next

Special Dispatch to The Gazette

BOSTON, July 17.—Harold Gatty and Wiley Post, globe girdlers, will, under present plans, have their expenses for the airplane trip to this city, next Tuesday, paid by the city of Boston. The amount, about $1500, will be paid to the National Broadcasting Company, which has the two fliers under contract. It will be only enough to cover the actual expenses of the fliers now on tour and is not in the nature of a commercial bid for their presence in the city as was formerly thought by many.

Mayor Curley said yesterday that it was a mistake to assume that the city was going to pay the fliers money to come here. According to Walter Myers, local representative of the National Broadcasting Company, a similar bill will be presented to each city in the path of the tour. In this way all citizens will be able to see the pair, and no one will be able to monopolize them or exploit them for private gain.

The fliers, according to present plans which are not yet formally accepted, will land at East Boston on the nation-wide tour next Tuesday, at about 11 a. m.

From the airport they will go via Chelse and Charlestown to Adams square, where the band will meet them. Then they will go through Devonshire, State, Congress, Milk, Washington and School streets, to the City hall, where they will call upon the mayor

Then, with their escort, the fliers will go to the State House to pay their respects to the governor.

From the State House they will go to the Hotel Bradford, where at 1 o'clock they will be guests at a luncheon given by Crosscup-Pishon post, A. L., with Comdr. Paul Hines presiding, assisted by Roland H. Baker, post aviation officer. Mayor Curley is expected to be present.

At 3 o'clock, there will be a band concert and a reception by the children of Boston to the fliers at the Parkman band stand on the common.

Arrangements are being made at the mayor's office for the banquet to the fliers, at 6. The mayor will be host.

Post and Gatty will then attend the Esplanade concert on Embankment road, at 8.30, and will be presented by Mayor Curley to the citizens of Boston.

They will spend the night at the Hotel Statler.

SIXTY COUPLES MARRY AT BARGAIN COUNTER

EVANSTON, Ill. July 17 (AP)—The matrimonial news from Evanson was encouraging today.

At the end of the first week of the bargain summer program in which police magistrate and five justices of the peace agreed to perform wedding ceremonies for nothing, 60 couples had taken advantage of the plan.

The pace was set by Justice Harrison, 78, who led with 30 free marriages. He not only marries 'em free, but throws in a pound of tea to give his couples a running start toward housekeeping.

NEW BEDFORD STANDARD 7/16/31

BOSTON TO PAY FOR POST, GATTY

Privilege of Welcoming Flyers Will Cost that City $1,500

Flight Here at Price Would Be 'Very Cheap Indeed,' N. B. C. Says

[Special to The Standard]

Boston, July 17—For the first time in the history of its receptions to successful aviators, the city of Boston is to pay for the privilege of welcoming flyers to its boundaries. Before the National Broadcasting company would send Harold Gatty and Wiley Post to Boston, Mayor Curley had to contract to pay a fee of $1,500 for the privilege.

According to Walter Myers, Boston representative of the broadcasting company, a similar fee will be paid by every other city at which Post and Gatty stop on their countrywide tour in the Winnie Mae.

Boston's Purse Wide Open.

All other notable aviator visitors to Boston have had the expenses of their flights to this city borne by their backers, but Boston has contributed liberally to their entertainment. For parades, luncheons, dinners, banquets and hotel accommodations, the city spent $14,637.23 on the Bremen flyers, $14,472.78 on Colonel Lindbergh's reception; $9,389.62 for the welcome to Admiral Byrd, with Acosta, Chamberlin, Hegenberger and Maitland, and $4,518.14 on the visit to Amelia Earhart, according to the city auditor's figures.

Mayor Ashley's invitation to Post and Gatty to visit New Bedford brought an invitation to New Bedford Board of Commerce to bid for their appearance here. In a telegram to The Standard the National Broadcasting company announced that it was seeking a $1,500 fee from each city visited by the flyers and added, "Comparing this sum to the fee for an ordinary sporting or theatrical attraction makes it seem very cheap indeed."

WOONSOCKET, RI. CALL 7/17/31

Boston's Mayor Asks Review Of Gas Rate Charge

Calls 50 Cent Monthly Maintenance Levy Is Violation Of Massachusetts Laws

Boston, July 17 — Petitions were filed yesterday in the Supreme Court by Samuel Silverman, corporation counsel of the city of Boston, in behalf of James M. Curley, as Mayor of Boston and an individual customer of the Boston Consolidated Gas Company, asking the court to review the action of Henry C. Attwill, Everett E. Stone, Henry G. Wells, Leonard F. Hardy and Lewis Goldberg, commissioners of the Department of Public Utilities, in permitting the gas company to charge customers 50 cents a month in addition to money paid by them for gas as shown by the meter readings.

The petitioner says the "50 cents per month per customer" race is a violation of the provisions of Section 2, Chapter 316, of the Acts of 1927, and is therefore null and void and illegal.

The Mayor was allowed to intervene in a petition brought by customers of the gas company April 7, and he objects to the refusal of the Commissioners of the Department of Public Utilities to make rulings of law, as they were asked to do. The commission, he says, failed to pass on customers' requests within 10 days after they were made, and said failure on the part of the commission operated as a ruling adverse to his petitions to each of the requests for rulings.

Twenty customers of the gas company will file, through their counsel, Maurice Ulin and Michael J. O'Leary, a petition similar to that filed by the mayor, and the city solicitor of Somerville will file one for Mayor John J. Murphy of Somerville. The city of Chelsea will ask the court to allow it to intervene in Mayor Curley's petitions.

The petitions are returnable before Judge Edward P. Pierce of the Supreme Court, July 29.

WORCESTER TELEGRAM 7/17/31

CURLEY FIGHTS GAS SERVICE CHARGE

BOSTON, July 16 (AP)—Mayor James M. Curley today asked the Supreme court to review the action of the Department of Public Utilities commissioners permitting the Boston Consolidated Gas Co. to make a 50-cent monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. Curley also stated his objections to the refusal of the commissioners to make rulings of law as requested.

SPRINGFIELD UNION 7/17/31

The Roosevelt Qualifications

The presidency of the United States was never an easy job. The even temper of Washington was less sorely tried in the hazards and setbacks of war than in the problems of the first President. In the presidential office there is no clear answer to the question raised by Hamlet whether it is better to "suffer the slings and arrows of outrageous fortune," or to "take up arms against a sea of troubles and by opposing end them." Most Presidents of the United States in these complicated days, especially the best and greatest of Presidents, have to do both. They must take up arms against a sea of troubles, whether they end them or not, but even in this fight they do not escape those slings and arrows of politics that may be more outrageous than their fortunes.

At times when the physical or mental stamina of a President seems to weaken or to break under the strain and stress, there is a great deal of talk about doing something to ease the burden. Of course, all the needed assistance is given without, however, changing the oppressive fact of personal responsibility. But as little more can be done to ease this burden, physical fitness and mental temperament doubtless become important considerations in selecting party candidates for this high office.

Occasionally a President may leave office in as good health as when he entered it. That was the case with Calvin Coolidge, who escaped neither the slings and arrows of politics nor a sea of troubles. His achievement may have been due less to his physical fitness, for he is not of the physically robust type, than to that mental imperturbability which is often the highly advantageous product of a trained mind and a clear conscience. Apparently President Hoover, though quite different in many respects, has the same saving qualities, for he continues physically and mentally fit, though more than any President in recent years probably, he has been subject to heavy seas of troubles together with the usual slings and arrows.

Physical as well as mental stamina is, therefore, something to be thought of in nominating Presidents and we are not surprised that friends of Governor Franklin Roosevelt of New York have seriously felt the need of considering it. From a Democratic point of view he obviously has especial qualifications. His name is Roosevelt and this may serve to borrow some diffused light from the fame of a Republican statesman —something like the faintly reflective glory of an asteroid. But he has some personal incandescence. He is Governor of New York by a large majority and that is regarded as of tremendous importance, as the success of the Democratic party in national elections depends on reinforcing the dry solid South with the wet electoral votes of New York, if possible. Without New York even the wayward political behavior of Massachusetts and Rhode Island can do little to mitigate a forlorn hope.

All this contributes to his attractions as a Democratic candidate for President in 1932. But as his political friends see it apparently, there may be serious public misgivings as to his physical qualifications for the slings and arrows and seas of troubles of the presidential office. As is well known Governor Roosevelt was unfortunately stricken with infantile paralysis in 1921. He has made a hard struggle for recovery, a struggle that has elicited the admiration and sympathy of all observers. He was continuing this struggle in the South when Governor Alfred Smith besought him to discontinue it and to become candidate for Governor in 1928. Mr. Roosevelt added to his political luster by running so much better than Mr. Smith as to win and in 1930 this triumph was repeated. As the chief executive of the State of New York he has not lost in health apparently anything he had before gained.

But in view of the slings and arrows and the seas of troubles to which a President of the United States is subject, Governor Roosevelt's friends have considered it desirable, if not really necessary, to produce a medical certificate of physical fitness. With the cheerful consent of the Governor, one of his prospective biographers has had three well known physicians make an examination and they report that they have "carefully examined" Governor Roosevelt and "believe that his health and powers of endurance are such as to allow him to meet any demand of private and public life."

If this does not entirely remove the misgivings of his friends or the misgivings of the public generally, it may help to make his qualifications as a candidate for President nearer complete. He is a Roosevelt, he is Governor of New York and now three doctors declare their belief that he is physically fit to meet the requirements of the "outrageous fortune" of a President of the United States.

Perhaps the only question left open is as to that "dauntless temper of the mind" which for the purpose of calmly navigating a sea of troubles is even more necessary than hard muscles. Perhaps this remaining source of misgivings could with the Governor's consent also be removed by two or three psychiatrists. Otherwise, the Democrats of Massachusetts might continue to prefer Al Smith.

LAWRENCE TRIBUNE 7/17/31

MAYOR CURLEY SAYS CHARGE IS ILLEGAL

BOSTON, July 16 (AP)—Mayor James M. Curley today asked the Supreme court, as mayor of Boston and as a customer of the Boston Consolidated Gas company, to review the action of the department of public utilities commissioners allowing the company to make a 50 cent monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. He was allowed to intervene in a petition brought by customers of the company on April 7. Mayor Curley also stated his objections to the refusal of the commissioners to make rulings of law as requested.

LAWRENCE EAGLE 7/17/31

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NORTH ATTLEBORO CHRONICLE 7/17/31

Local Degree Staff Given Ovation At Convention

Benedict Circle's Degree Staff Scores Big Hit In Competitive Drill Exhibition At Convention Session In Boston.

The degree team of Benedict Circle, Daughters of Isabella, was given an ovation as it concluded its exhibition drill yesterday at the opening of the National Convention in the Hotel Statler in Boston. No prizes were awarded but reports from the convention stated that the outstanding teams were North Attleboro, Pawtucket, Worcester and New Bedford.

The North Attleboro team in white uniforms with gold braid made an attractive appearance and was greeted with a great applause. The detachment, which is captained by Madeline Capadanno, performed with the precision and unity of a military unit. The result showed the fine tutorship of Patrolman Joseph McKeon, former army man, who has drilled the team for the past few years.

Two thousand members of the order were present at the opening of the convention, which is the ninth in the history of the organization. The convention will continue all week. Officers will be named tomorrow.

Many from the Benedict Circle were in attendance at yesterday's session. The trip from here was made in busses. The official delegate from North Attleboro is Mrs. Agnes McGettrick.

Preceding the convention yesterday morning a solemn high mass was celebrated in St. Cecelia's church in the Back Bay. The Rt. Rev. Mgr. Ambrose F. Roche, chaplain general of the order for Massachusetts, was celebrant. The sermon was given by Rt. Rev. Mgr. M. J. Spillaine of Brookline. Following the mass Cardinal O'Connell addressed the delegates.

At the opening session in the Hotel Statler ball room William G. O'Hare, representing Mayor Curley, presented a bouquet to the national regent, Mrs. Minerva C. Boyd of Chicago. At luncheon, DeWitt C. DeWilf, secretary to Governor Ely, addressed the convention.

Mrs. Mary McCarthy of North Attleboro is a member of the reception committee at the convention.

BEVERLY TIMES 7/17/31

WORLD FLIERS VISIT BOSTON NEXT TUESDAY

Harold Gatty and Wiley Post, globe girdlers, will, under present plans, have their expenses for the airplane trip to Boston next Tuesday paid by the city of Boston. The amount about $1500, will be paid to the National Broadcasting Company, which has the two flyers under contract. It will be only enough to cover the actual expenses of the flyers now on tour and is not in the nature of a commercial bid for their presence in the city as was formerly thought by many.

Mayor Curley of Boston said yesterday morning that it was a mistake to assume that the city was going to pay the flyers money to come here. According to Walter Myers, of the National Broadcasting Company, a similar bill will be presented to each city in the path of the tour. In this way all citizens will be able to see the pair, and no one will be able to monopolize them or exploit them for private gain.

The flyers, according to present plans which are not yet formally accepted, will land at East Boston on the Nation-wide tour next Tuesday at about 11 a. m.

PORTLAND PRESS-HERALD 7/17/31

Curley Asks Court To Review Utilities Board Service Charge Action

Extra Fee Permitted Gas Company Is Illegal, Boston Mayor Declares

Boston, July 16—(AP)—Mayor James M. Curley today asked the Supreme Court to review the action of Public Utilities Commissioners permitting the Boston Consolidated Gas Company to make a 50-cent monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. He was allowed to intervene in a petition brought by customers of the company April 7. Mayor Curley also stated his objections to the refusal of the commissioners to make rulings of law as requested.

WORCESTER TELEGRAM 7/18/31

CURLEY FAVORS BANK RAIL PLAN

Extols Stand of Savings Group For Extension of Trunk Control

SEES BIG BENEFIT

Forecasts Connection of Van Sweringen Lines And B. & M.

BOSTON, July 17 (AP)—Mayor James M. Curley was prompted by the stand of the Massachusets Savings Banks Association for the extension of trunk line control of New England railroads to issue another statement favoring this solution of the problem tonight.

The mayor also forecast a connection between the Boston & Maine railroad and the Van Sweringen lines at the Hudson river when he said:

"A permanent connection for the Boston & Maine and the Van Sweringens at the Hudson river would assure competition in the movement of this all important export and import business of the Middle West through the port of Boston. In the previous absence of such a competitive hookup, the Boston & Maine has been limited to such business as the New York Central designed to give it.

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The mayor concluded:

"The day of provincialism in New England has passed. We have the means, knowledge and aggressiveness to assure to our ports adequate competitive rail service. With a definite tieup and competitive through service over the Boston & Maine and Van Sweringen systems, we may be assured of four-day ocean

LOWELL SUN 7/16/31

2000 Daughters of Isabella Hear Cardinal Rap Hunt for Pleasure

BOSTON, July 16—Two thousand Daughters of Isabella, gathered for their ninth annual convention, yesterday heard a scathing arraignment by Cardinal O'Connell of life today as "just a chase for pleasure." They were luncheon guests of Mayor Curley at the Hotel Westminster and at their afternoon session at the Statler they sent Pope Pius XI a cable message of loyalty and love, and received from George Cardinal Mundelein a telegram conveying his greeting and blessing.

The convention, which is the eighth biennial one, as well as the ninth annual, will continue all week. Nominations for offices will be made this morning and the election will be held tomorrow morning. There will be a banquet in the Hotel Statler ballroom tonight.

Preceding the convening of the national circle in business session yesterday morning a solemn high mass was celebrated in St. Cecelia's church in the Back Bay. The Rt. Rev. Mgr. Ambrose F. Roche, chaplain general of the order for Massachusetts, was the celebrant. The sermon was given by the Rt. Rev. Mgr. M. J. Splaine of Brookline. Following the mass the cardinal addressed the delegates, warning them against "the silliness and foibles and fashions of today" and declaring that lack of faith had been the principal cause of the world's confusion.

The vanity, the devotion to dress, to amusements and the gratification to one's senses today he characterized as worse than paganism, saying "Even the pagans had some ideals."

At the opening session in the Hotel Statler ballroom William G. O'Hare, representing the mayor, presented a bouquet to the national regent, Mrs. Minerva C. Boyd of Chicago, who responded, and the Rev. Mgr. Bernard A. McKenna of the Catholic university, Washington, in charge of the raising of funds for a national shrine, made an address.

At luncheon, the governor's secretary, DeWitt C. DeWolff, addressed the delegates at the Hotel Westminster.

The afternoon session was devoted largely to officers' reports and naming of committees. Last night a reception to the national officers in the imperial ballroom of the Hotel Statler was followed by exhibition drills of glee clubs and drill teams of various states.

LOWELL COURIER-CITIZEN 7/17/31

POST AND GATTY WILL BE BOSTON'S GUEST JULY 21

Legion and City Will Welcome Aviation Globe Circlers.

Boston, July 16—(AP)—Wiley Post and Harold Gatty, round-the-world fliers, will be guests of the city and the American Legoin, July 21. Present tentative plans call for their arrival on that date at the East Bostop Airport, where they will be officially welcomed by the city.

The fliers will be luncheon guests of Crosscup Pishon Post, American Legion, with Mayor Curley and the fliers themselves as principal speakers. The Mayor will be their host at dinner that night.

SALEM NEWS 7/16/31

BOSTON TO PAY $1500 TO GET WORLD FLIERS TO VISIT CITY

Not Commercializing Trip, Says Broadcasting Company Representative; Merely To Pay Expenses

ARE DUE TUESDAY

Will Get Cut on Box Office Receipts If Private Organizations Hire Them for Personal Appearances

Boston, July 16—Boston will have to pay a flat rate of $1500 to Willey Post and Harold Gatty before the world fliers will come here to receive the plaudits of the city, it was learned last night.

That a charge of $1500 above the cost of entertainment would be made at every place visited by the fliers in order to pay their expenses, was confirmed by Walter Myers, New England representative of the National Broadcasting company, which is booking the Wiley-Post tandem on the nation-wide cruise.

Mayor Curley late last night denied that the visit of the fliers to this city was delayed because of the $1500 fee and scoffed at the rumor that he would withdraw Boston's invitation. "We'll pay the $1500 and be glad to see the two boys," the mayor stated.

Word was passed through the crowd waiting yesterday at the airport that the fliers did not arrive because they demanded $1500 for expense money before making the trip, although Lindbergh, Byrd, Amelia Earhart, Hegenberger and the Bremen fliers came to Boston without any charge for showing themselves.

That rumor was spiked last night by the New England manager of the NBC. He explained that the fliers had been invited to the Tuesday night air demonstration and wrestling matches at Braves field and in the belief that it had been postponed on account of rain until last night, they planned to arrive here yesterday until word reached New York that the air show was over.

Mr. Myers stated that a charge of $1500 would be made at each city and town at which the world fliers stop on their country-wide tour, merely to pay their expenses, covering the cost of the trip.

He declared that the National Broadcasting company did not desire to commercialize the tour and preferred to have Each City Pay the $1500 so that all the people could see the airmen instead of permitting private organizations to sell tickets and charge admission fees.

Private organizations or promoters, however, will be allowed to hire the fliers to make an appearance wherever there is no demand from the municipal authorities to bear the expense. Private promoters, in addition to the $1500 will be required to pay a certain percentage of the box office receipts.

Officials of the National Broadcasting company announced last night that Wiley and Post would not come to Boston before the first of next week. It was indicated that they would probably reach here Tuesday noon.

Tentative plans provide for a reception at the airport at noon with luncheon at the airport administration building or one of the intown hotels. In the event that the luncheon is held in town, the fliers would be escorted through the streets of East Boston, Chelsea, Charlestown, Cambridge and Back Bay along a route similar to that used by previous air heroes.

Following the luncheon it is planned to hold a public demonstration at the Parkman bandstand on the Common and then a dinner at night to be followed by a parade to the Charles River Esplanade, where the fliers would join the Symphony orchestra in broadcasting their message over the raido before leaving for their next stop.

PROVIDENCE JOURNAL 7/17/31

MAY REVIEW GAS SERVICE CHARGES

Supreme Court Petitioner by Mayor Curley—50 Cents Added to Bills.

BOSTON, July 16 (AP).—Mayor James M. Curley today asked the Supreme court, as mayor of Boston and as a customer of the Boston Consolidated Gas Co., to review the action of the Department of Public Utilities commissioners allowing the company to make a 50 cents monthly charge against customers. The 50 cents is paid in addition to payments for gas used by the customers.

Mayor Curley said the service charge was illegal and violated state laws. He was allowed to intervene in a petition brought by customers of the company on April 7. Mayor Curley also stated his objections to to the refusal of the commissioners to make rulings of law as requested.

QUINCY PATRIOT-LEDGER 7/16/31

Caught Off the Air

Probably you have read the little poem in the ""Poets of Near By" column today. Anyway I understand it is a tribute to a bright young man whose voice has been heard over the radio by a good many Quincy listeners-in. He was an employe of the State auto registry, I believe, but they tell me he has recently signed a contract in five figures for a year's singing with a New York network. The author of the poem a well-known resident of Atlantic, was a fellow employe in the registrar's office, and the verses express the "Good Luck" idea of that department for one who now goes into a larger sort of activity.

Did you read those clever verses by Alex Cowe in this page of yesterday's Ledger? I'll bet the local Republican "pols" read them. In fact, two or three of them have already told me as much. It seems that the South Quincy poet was one of those who drove down to the Republican city committee outing last month, and so he was equipped with first-hand experience as a basis for his "pome." I guess he gave us a pretty good idea of it, too. Apparently the Republicans didn't plan to have any "big shots" of the political world at the gathering. It was a family party. But at that they seem to have come out rather better, in some ways, than the Rotarians did when they got together a big joint meeting this week to receive Mayor Curley of Boston, and then the mayor got around so late that he didn't have time for his speech. He had to tell it to the reporters while he was changing his clothes for a game of golf. Perhaps the Rotarians were just as well pleased, after all. The general experience seems to show that when "Jim" Curley shakes hands with you you feel that he has said volumes. So that's that.

There has been a good deal of discussion behind the scenes (or as a well-known ex-councillor of legal connections would say, "off the record") about the council president's ruling on the comfort station vote. I hear some folk sympathizing with the ruling, even inclined to believe that a vote involving the amounts concerned in the comfort station matter should be required to show at least a two-third majority before the appropriation is authorized. Others, however have stood by what they have understood was the law, and have insisted from the outset that the 5 to 4 vote really meant that the measure had passed ,and that this was so in spite of the president's ruling. Evidently this view prevailed in official quarters in city hall for I understand that when the president yesterday telephoned in a notice that his ruling was in error, and that the order should be sent along for record as having been duly passed, he got back word that this course had already been taken. Those in charge of this branch of the business like hard-boiled routine officials as they are, merely looked at the law and the 5 to 4 vote, and didn't figure that the president's ruling could change the facts. On top of that I understand, word came down from high quarters that the measure didn't require the mayor's signature to make it good, since it had been introduced in pursuance of a recommendation of his honor and also in accordance with a suggestion made by him in his last inaugural address. So I guess the comfort station is at last on the way. Anyway, the money for it is properly authorized.

I notice that the Boston Elevated Railway is out with a mighty nice pamphlet describing the trolley trips that can be taken over its lines to places of special interest in or near Boston. It is copyrighted, too, so that you have to get it from the "El" and no small program-publisher can hope to work an advertising scheme by republishing the matter in a booklet for commercial use. Rose Shea of Watertown wrote the text, it seems, and Casimir F. Shea made the drawings, so take it altogether the booklet is in the nature of a souvenir as well as guide book. Revere and Nantasket take first place in the booklet, then come the Boston museum of fine arts, the Children's museum, the Waverley Oaks reservation, City Point, the public garden with Boston common and public library, the Boston airport, the Blue Hills and Houghton's pond, Harvard University and its museums. Spot pond and Middlesex fells, Bunker Hill and the navy yard, the Arnold Arboretum, and finally Franklin park. Minute directions as to how to reach all these places are given, and the drawings show what to expect when you get there. I'll say it is a bit of a novelty to find the "El" going out after more business in this way, and suggests those "gay nineties" when all the trolley companies went in for this sort of promotion and issued folders and timetables like the steam roads. I wonder if the revival is in any way due to the legislature's action this year in guaranteeing the "El" stockholders against financial losses.

I was talking with Col. Amos T Luther, well-known political wise acre, this week about the big political game, and was setting forth my pet theory that the Democratic presidential nominee is more likely to be Newton D. Baker of Cleveland than Governor Franklin D. Roosevelt of New York. I backed up the notion by reminding the colonel that Baker had been close to Woodrow Wilson, had been before the country ever since his days in the Wilson cabinet, and hailed from the state often spoken of as the cradle of presidents: also by prophesying that the New York governor is only a "preliminary" and would be out of the running by the time the big nominating conventions assemble. However, I couldn't get a "rise" out of my old friend. All he said was "I dunno." Then a gleam of light crossed his weatherbeaten visage and he blurted out with fervor, "Why don't the Democrats nominate James M. Curley? They might get somewhere."

SALEM NEWS 7/16/31

Doings of the Day

MASSACHUSETTS

An audit of the books of the Fall River General hospital disclosed yesterday that residents of the city owe the institution $69,000 for services since 1925. The money owed includes only that receivable from patients who agreed to pay for services or treatment, and not from charity or welfare cases. The board of finance in Fall River is conducting a campaign for the payment of the bills, and City Solicitor Edward J. Murphy is planning legal action against those who will not pay.

A fall from a hayloft in his father's barn Tuesday caused the death of Emelio Ferraro, 10, son of Dominic Ferraro of Canton street, Randolph. The child was playing in the hayloft when he lost his balance. As he fell he struck a window bar, receiving severe internal injuries. He was given first aid by Dr. George V. Higgins and taken to the Brockton hospital, where he died a few hours later.

Carl Pucci, four, was killed and his sister, Mary, three, received a broken leg late yesterday afternoon when they fell between the wheels of an electric laundry truck near their home at 17 Woodlawn street, Everett. The girl is at the Whidden Memorial hospital. Police believe the children pressed the pedal starting the truck while they were hanging on the side. The driver, Allen W. Lutes of Malden, was in a house soliciting business.

Employment of 150 additional employes and increase of output by more than 50 per cent., effective immediately, was announced at Haverhill yesterday by Albert U. Bowdoin of the Bowdoin Shoe company. The daily manufacture of women's shoes will be increased from 1200 pairs to 2000, and the increased labor necessary will increase the firm's annual payroll from $350,000 to $500,000, Bowdoin said. Abraham Reinberg, president of the Bradford Hat company, also announced yesterday that his firm will hire 300 additional employes at once for work on a night shift made necessary by fall orders.

Russell Cadell, 13, drowned yesterday afternoon when he was caught in the current of Seven Mile river, at Spencer. The boy was a weak swimmer and was dragged under the water before companions could reach him.

Mayor Curley of Boston took a fishing lesson yesterday from his youngest son, Francis Curley, but a session of nearly three hours on Jamaica pond failed to demonstrate that the mayor's ability with the rod and fly is comparable with his proficiency as an orator. In fact, after admitting that the sum total of the catch was one little fish landed by Francis, the mayor confessed that as a fisherman he was an excellent golfer.

7/16/31
SPRING FIELD REPUBLICAN

CURLEY'S CONQUEST OF "BOB"

Boston Beginning to Appreciate Its Mayor

[Washburn's Weekly in Boston Transcript.]

A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to berate him now assert, enthusiastically, that Boston is the best governed city in the country. They indorse him, from Alpha to Omega, without limitation or qualification. Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume club, the Boston Atheneum, the Massachusetts Historical society and the churches about Copley square, who wash, not as a religious rite on Saturday night but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet, when some read the posters which were spread over Boston in the last municipal campaign: "Boston needs Curley," they revised these words to read: "Curley needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side streets, and anemic men crawl up into the tree tops.

He has not only virility but also versatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger, and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nuthin. He has a modulation of voice unpassed. He can purr like a pussy cat, fight like a tiger cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South. He dynamites an adversary, so that the fragments cannot be gathered together in as few as 12 baskets. He is at ease not only with the man on the street but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before the linen with a knife find him adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted, or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

He has the appeal of the thoroughbred upon the track, when those who ride assume the dangers of the ditch for the charm of the kicque and the thrill. They are happy, that is, while they are happy, though they may not know whether they are to continue on top of the grass or disappear permanently beneath it. He has unlimited political potentiality, that is if he curbs his torrential spirit. It is often wondered, however, whether his spavins will retire him to the pastures, as is wondered of all plunging performers.

BROOKLINE CHRONICLE 7/16/31

MAYOR CURLEY DECLARES LEGION NEEDED

Speaking to representatives of the twenty-six posts of the district at a meeting in the Town Hall two weeks ago under the auspices of the Norfolk County Council of the American Legion to stimulate membership in the organization, Mayor James M. Curley of Boston delivered a stirring address in which he declared that the Legion is needed to foster and keep alive that patriotism that will preserve the nation against human selfishness and against greed that fosters wars and to fight off the evil of communism. He said, in part:

"The only thing that has been on the mind of every individual who has followed the wonderful contribution of service, not alone during the period of the Civil War from 1861 to 1865, but that wonderful contribution after the close of the war, even until this very day, the one thing that has been in the mind of every American is, who will take up the work so well conducted for so many years by the Grand Army of the Republic? And tonight we have been privileged to listen to the presentation by the State Commander and the National Chaplain. It becomes a call for every individual interested in the welfare and the continued existence of the American Republic.

"The World War did not end a half a century ago. It ended in 1918, less than thirteen years ago. It did not end for the 70,000 who failed to return from the fields of France and Flanders. It may have ended for those, as individuals, who served their country, but it did not end for the mother or the wife left behind in America and who still bears her burden of sorrow for the lad who did not come home. Journey to the national capital. Go to the peaceful shades of the National Cemetery on Memorial Day and you will find—what? You will find some of that company of mothers whose sons did not return—black and white, Protestant and Catholic, Jew and Atheist—journeying to that shrine to pay their offering in the hope that their boy lies there. Not forgotten by the mothers! How about the 4,000 who are still on beds of pain, suffering in the hospitals of our own State? How many of our private citizens outside of the ranks of the Legion have ever visited one of those institutions to bring even a little flower to cheer those men who went forth to serve and, if need be, to die that free government might not perish?

"Outside of the Legion not one percent of the people of America have ever crossed the threshold of one of those hospitals to bring cheer and comfort to the lads for whom the war did not end in 1918, and will not end until the Angel of Death calls them home. Forgotten by all, with the exception of the men who served with them in the World War, and who give of time, and of money, and of energy, and of talent, and of sympathy, and of kindness to make them feel that there are still persons who are interested in them, and love them and respect them for the service they have rendered God and country in the hour of the world's travail.

"We are a grateful people but we have very short memories. We wanted to try to do some measure of justice to the men of the Grand Army, but we did not do it for forty-eight years after the war had closed. If a man enlisted when he was twenty he was sixty-eight before he was entitled to receive one dollar a day, regardless of his physical condition, from the nation he had served, and from the government to which he had given four years of devoted, faithful and unselfish service, and had given forty-eight years of service in private life after the war had closed.

"How about the World War veterans? Why, the war was scarcely over in 1918 when all over this land could be heard the statement that the veterans had been over there on a joy party. 'They won't work,' it was said, 'it is useless to offer them work.' In our own city of Boston we had more than five thousand on our Soldiers' Relief roll. In 1922 we were conducting a system that was dangerous to the country, and destructive of the character, stamina and Americanism of the men who had demonstrated their courage, devotion and patriotism in the hour of the nation's trial. We started a subway construction job in East Boston and we offered work to those veterans. There was not a single man who refused and about 3,200 were put to work at from five to fifteen dollars per day until conditions improved. We not only saved money to the city on our Soldiers' Relief roll, but saved the men for a more useful future.

"Oh, yes, we need the American Legion. We need it just so long as Russia continues under the form of government that obtains there at the present time. We need it just so long as human selfishness dominates the individual in any portion of the world. We need it in our own country until we adopt legislation which will conscript wealth in the same manner that manhood is conscripted whenever there is war. It is not the ordinary citizen that creates war; it is not the soldier, sailor or marine that brings on war; they are the ones that settle war. It is the wealth and greed of the world that brings it on. We have witnessed an industrial depression in America and the world in progress for the last two years and dispelled almost overnight by the wand of the magician.—The power of money—a promise of the suspension of payments of money owed America and owed one nation by another nation. How important it is that wealth be conscripted the same as man power. Conscript wealth and make war unprofitable and you have done more for peace than all the sermons that may be preached from all the pulpits in the world from now until the end of time."

QUINCY PATRIOT-LEDGER 7/15/31

Curley Arrives Here Late With 'Boom Boston' Plea

Rotarians, Assembled in Joint Session, Fail to Hear Tardy Mayor's Message on Hub as Seaport, But Reporters Get Story as He Dresses for Golf

"Boom the port of Boston" would have been Mayor James M. Curley's message to more than 125 members of the Quincy, Braintree, Weymouth, and Randolph-Holbrook Rotary clubs assembled at a joint meeting yesterday noon at the Wollaston Golf club, Montclair. But Mayor Curley arrived too late to deliver his talk. He spoke however to Quincy newspapermen while dressing for a game of golf with his son, Leo, and Allan R. White, and Russell T. Green, members of the Quincy Rotary club. Rotarian White had charge of the program of the day, and Rotarian Green was in charge of the golf tournament among the Rotarians. Vice President Lawrence H. Abbott of the Quinc club presided.

Make Brief Remarks

Brief remarks were made by President Dee Sturgis of the Braintree club, President Frank Bryant of the Weymouth club, and C. Campbell Baird of Wollaston, president of the Randolph-Holbrook club. A chicken pie dinner was served at 12:30 o'clock. Rev. J. Caleb Justice invoked the divine blessing. Group singing was led by William D. S. Shields of the Quincy club, with Fred Dyer of the Weymouth club at the piano.

Guests present included Henry P. Rapp of the Boston Rotary club, Alfred Wilbur of the Brockton Rotary club, Secretary Thomas S. Burgin, and Norman W. Pemberton of the Quincy Kiwanis club, Max F. Ruggles, Clyde T. Cox, Edwin S. White, Arthur Bernau, T. C. Johnson, and Rodney T. Mooney.

In his message to the newspapermen, Mayor Curley stated that the city of Boston is going to spend $10,000 booming the port of Boston and to stimulate tremendous interest in Boston's future as a leading competitive port. He said an earnest endeavor would be made to popularize the slogan, "Save a day each way—ship and sail from Boston." Meaning that Boston is a day nearer Europe than any port on the Atlantic coast.

The Mayor asserted that trips could be made from Boston to Europe in four days, that Sept. 7, was a date to be set aside especially to emphasize that important fact, and to call particular attention to the port of Boston as one of the world's leading seaports. He said that individual merchants and big business interests would be solicited in behalf of the port of Boston.

Vast steamship companies, he added, are already more than ordinarily interested in the port of Boston.

Mayor Curley predicted that the port of Boston, according to present plans, will witness a revival of shipping not even dreamed of by the "wildest dreamers."

The Hub chief executive regretted that he was unable to address the joint session of Rotarians from Quincy and vicinity, but promised that he would do so at a future date.

LOWELL COURIER-CITIZEN 7/16/31

Mayor Curley's insistence that the other municipalities of Suffolk county shall contribute to the support of the courts of the county seem to be reasonable. Possibly one might go even further and ask whether the position of that county is not so distinctive that the Commonwealth also should do something to help Boston out. Certainly the Suffolk county courts have much business that does not properly belong to Boston, since the convenience of local attorneys brings a great deal of litigation to that city over which other courts are entitled to assume jurisdiction if they should be selected by the plaintiffs. The whole question of apportionment of court expenses in that county is rather complicated, but it certainly looks as if the city of Boston were not getting quite a fair deal.

QUINCY PATRIOT-LEDGER 7/15/31

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QUINCY NEWS 7/15/31

Rotarians Hold Golf Tourney; Curley Booms Boston as Port

Mayor James M. Curley of Boston, scheduled to speak before a four-club joint Rotary meeting yesterday afternoon in the Wollaston Golf club, when interviewed by a representative of The Quincy Evening News, said that every effort is being made to develop Boston into the greatest shipping port on the Atlantic coast.

No ports were expected in the mayor's statement, as he continued saying, a sum of $10,000 will be spent for nationwide advertising, showing how Boston is a day nearer Europe than any other sizable port on the coast.

It was hinted that powerful interests in New York city are against booming Boston as a shipping gate, and that to date it has been impossible to secure fast and luxurious steamships for the Boston traffic.

At least six steamship companies have agreed to transfere their largest and fastest vessels to Boston early in the fall, Mayor Curley pointed out, with the result that, "The old port will witness a revival never anticipated by the wildest dreamers."

In backing up his statement, the mayor explained that, there is such a serious congestion in New York that perishable goods are delayed from three to 10 days. This will be avoided in Boston and the merchants and shippers are willing to make the transfer, he said.

A second important phaze to which he reffered was that the Boston army base, without a doubt the best equipped pier to facilitate the shipping on one hundred million dollars worth of automobiles to Europe. These shippers, he said, also have expressed their desire to ship from Boston.

Committees for the proper publicity have been appointed, he declared, which have started with the slogan, "Save a day each way. Ship and sail from Boston." Posters bearing such propaganda will be distributed all through the country with the belief that other merchants and shippers will take advantage of the day's saving and send all merchandise abroad through Boston.

On Labor day, Sept. 7, the Boston mayor revealed, the first four-day trial run from Boston to Europe will be demonstrated to prove the feasibility of the aggressive new plan.

Delayed by Conference

It was due to the shipping conference that Mayor Curley was delayed on his arrival to the Rotary meeting, until it became too late to speak. The regular meeting and luncheon was carried on however with the Weymouth, Braintree and Randolph-Holbrook chapters of Rotary international, attending as the guests of the Quincy Rotary club. In the absence of Pres. Robert Foy, who is returning from an international Rotary conference in Vienna, Austria, the meeting was presided over by Sec. Lawrence Abbott. The program was arranged by Allen White. between the courses at dinner the singing of lively songs was led by W. D. S. Shields.

Of particular interest to the four clubs was the announcement that two cups had been donated for a series of golf tournaments to be conducted perpetually each year. The first trophy, given by David A. Cutler, is to be called the Past-President's cup, and the second, the Club cup. Committees will be appointed to draw up the rules of the interclub tourneys.

The presidents of the guest clubs were introduced as follows: Dee Sturges, president of Braintree; Frank Bryant, president of Weymouth, and Campbell Baird, president of the Randolph-Holbrook chapter. Grace was said by the Rev. J. Caleb Justice, and Fred Dyer of Weymouth presided at the piano.

At the close of the regular part of the meeting an 18-hole golf tournament commenced under the direction of Russell T. Green.

Guests were Thomas S. Burgin, M. F. Ruggles, Norman Pemberton, Clyde T. Cox, Edwin White, Arthur Bernau, T. C. Johnson, all of Quincy, Rodney T. Mooney of Everett, Henry P. Rapp of Boston and Alfred Wilbur of Brockton.

QUINCY NEWS 7/15/31

Clan Booters to Play In Curley Cup Series

The second game of the series for the final of the James M. Curley soccer cup, between the Clan MacGregor and Beacon A. C. of Everett, will be played at Franklin field, Dorchester, next Sunday. The locals are already one goal behind the Oilers. Total goals scored will determin the winners of the series.

SPRINGFIELD REPUBLICAN 6/16/31

ISABELLANS OPEN BOSTON CONFERENCE

Solemn High Mass Celebrated at St Cecilia's Church, Preceding First Session

The ninth annual convention of the national circle, Daughters of Isabella, opened yesterday morning at Hotel Statler, Boston, with more than 2000 in attendance. Preceding the opening of the convention a solemn high mass was celebrated at St Cecilia's church by Mons Ambrose F. Roche, chaplain-general of Massachusetts.

At the services at the Statler William G. O'Hare, representing Mayor Curley, presented a bouquet to Mrs Minerva C. Boyd of Chicago, national regent. Mr O'Hare urged the members to bring young women into the ranks in order that the organization might be solidified. Mons Bernard A. McKenna of Catholic university at Washington, D. C., director of the National Shrine of the Immaculate Conception, delivered the address.

Following the morning services the delegates left for Hotel Westminster where they were luncheon guests of Mayor James Curley. DeWitt C. DeWolf, secretary to the governor, was the speaker at the luncheon, representing the governor. The afternoon session was devoted to business sessions, and last night a reception to national officers was followed by a concert at the Statler. The entertainment closed with exhibition drills by the glee clubs.

Today's meetings will be given over to the nomination of officers and the presentation of a committee report. A banquet tonight will conclude the program.

7/16/31

MANCHESTER N.H. UNION

STATE HOTEL MEN AT HUB SESSIONS

Many New Hampshire hotel executives are making arrangements to attend the annual convention of the American Hotel association which is to be held in Boston, July 20 to 23.

Thomas D. Green, president and executive director of the association with Arthur L. Race, general chairman, are making elaborate preparations for the event [illegible] anticipate that attendance at the gathering will be greater than at any previous hotel meeting in this country.

Mayor Curley to Speak.

Mayor James M. Curley of Boston is to be a speaker on July 22. Men who appear on the program will be speakers who combine a keen insight into current conditions with the ability to talk forcefully and entertainingly. The final afternoon of the convention will be given over to recreation with the annual golf tournament as the leading activity.

The members of the New Hampshire Hotel association are automatically members of the American Hotel association so that it is expected that large numbers of them will attend. Among those who have already signified intentions of attending are:

H. H. Randall of the Hotel Randall, North Conway; Col. William A. Barron, Crawford house, Crawford Notch E. C. Neal, The Carpenter, Manchester; Herbert Brewster, Burkehaven inn, Burkehaven; Fred M. Carter, Eagle hotel, Concord Sen. A. P. Fairchild, Hanover inn A .P. Gale, Eagle Mountain house, Jackson; Shirley M. Johnson, Shirley Hill house; R. E. Gould, Newport house, Newport; and David Austin, 2d, Waterville inn, Waterville Valley.

E. Wentworth Prescott of The Prescott, Wolfeboro, is president of the New Hampshire Hotel association and J. Ben Hart of Manchester is the secretary.

LOWELL
COURIER-CITIZEN
7/14/31

Mayor Curley has been classed by a New Hampshire correspondent as one of the 15 greatest living Americans. Complimentary as that opinion may be no New Hampshire citizen can possibly have any such influence upon the policies and politics of Massachusetts Democracy as has Daniel H. Coakley whose present opinion of Mr. Curley appears not to be 100 per cent complimentary.

LEWISTON SUN 7/14/31

Classing Mayor Curley as one of the 15 greatest men in the United States, Albert Hislop of Portsmouth, N. H., representative of his State on the Republican National committee, proposes Boston's chief magistrate for President. At best, therefore, Mr. Hislop would only class President Hoover as the 15th greatest man in the United States. —Boston Globe.

LOWELL
COURIER-CITIZEN 7/25/31

"Bob" Washburn's published comments on the present political estate of Mayor Curley do not go the length of saying he would make a good governor for Massachusetts; but there seems to us to be a tolerant savor running through the estimate which the Man in the Street may regard as significant, when all that is intended is a perfectly candid estimate of a man who has unusual abilities and who was "born, not with a silver spoon, but a wooden ladder in his mouth, which he proceeded to climb." And how does Governor Ely feel about it?

TAUNTON GAZETTE
7/29/31

BOSTON GAS PETITIONS ARE GIVEN HEARING

(By The Associated Press.)

BOSTON, July 29—Several petitions for a review of the Massachusetts department of public utilities order authorizing the Boston Consolidated Gas Company to levy a 50-cent service charge were consolidated into one action today. The action was taken in supreme court when it was agreed the matter should be brought before the full bench of the court.

The petitions were filed by the City of Boston, a number of neighboring communities and Mayor James M. Curley of Boston as a private citizen. The gas company counsel charged there was unreasonable delay on the part of the city in bringing its action, but counsel for the petitioners said they had just become aware of what the service charge was.

SALEM NEWS 7/29/31.

Hub Councillor In Ice Price Probe

Boston, July 29—Alleging that the Boston Ice company is charging its Boston customers 200 per cent more for ice than customers in Natick and other communities, City Councillor Clement A. Norton yesterday launched an investigation into ice prices, calling upon Mayor Curley and the state division of necessaries of life to take over the probe.

At the same time he attacked Mayor Curley for ordering the 25 per cent cut in the amount paid to the unemployed poor "while spending the people's money on a luxury $1,000,000 road over the East Boston mud-flats that starts at a playground and ends at a coal yard."

Citing a Hyde Park family of three attempting to live on $8 a week, the husband being out of work, Councillor Norton claims the family is unable to purchase a piece of ice in even the hottest weather, and that there are hundreds of Boston families in the same position today.

HOLYOKE TRANSCRIPT
7/29/31

Mayor Curley has had a radio installed in his big limousine. It is the modern way of keeping one's ear close to the ground. Perhaps he wants to get first-hand data on Governor Ely when the latter begins to use the official State House "mike" again.

SPRINGFIELD
REPUBLICAN

PART OF BAXTER FUND IS HANDED TO CURLEY

Check for $25,000 Half of Bequest to Be Used for Memorial Pantheon

Boston, July 27—(AP)—A check for $25,000 was today handed Mayor James M. Curley by Percival P. Baxter, former governor of Maine and son of the late James P. Baxter, six times mayor of Portland.

The check represents part of a $50,000 bequest under James Baxter's will to the city of Boston for the erection of a memorial pantheon to the founders of New England. The money is to be kept on compound interest until $1,000,000 accumulates, in about 62 years.

James Baxter died in 1921. The first $5000 of the bequest was paid in 1923. The will provides that when a building committee is selected it include members of the American Antiquarian society of Worcester, the New England Historical and Genealogical society of Boston and the Massachusetts Historical society. The testator was a member of all three societies. At the time of his death he was considered a leading New England historian.

HERALD-NEWS-FALL RIVER
7/29/31

Babcock Greeted By Local Veterans

National Commander E. Claude Babcock of the disabled American veterans of the world war arrived in Boston yesterday afternoon on his tour intended to put the slogan of his national organization into effect, "A job for every disabled man." He came from Togus, Me., where he had inspected the Soldiers' Home and immediately on arrival, accompanied by a delegation of the Massachusetts department, he made a flying trip to the U. S. Veterans' Hospital at Rutland Heights.

He returned in time to broadcast an address from WBZ at 8:30 p. m. and to address a mass meeting open to all disabled veterans and their friends at English high school.

He will be tendered a banquet by Mayor Curley this afternoon and the state branch of the organization will accord him a dinner at the Hotel Statler tonight.

Those who attended from the William S. Greene Chapter of this city who greeted him in Boston last night were: Commander John T. Sullivan, Junior Vice Joseph H. Arsenault, Chaplain Paul J. Reagan Ernest Boivin, William H. Giddins and Albert Boutin.

EVENING GAZETTE. MONDAY, JULY 13, 1931.

WASHBURN'S WEEKLY

By R. M. WASHBURN

JAMES MICHAEL CURLEY, mayor of Boston, presents an amazing and compelling study for estimate, no one more so in the country. Here is a man who was born into the only inheritance essential to

make life what it ought to be, a good mother and father. Otherwise he had nothing, except a high spirit, which is much. He was born, not with a silver spoon, but with a wooden ladder in his mouth, which he proceeded forthwith to climb. Here is a man as to whom no one is apathetic, whose marked individuality leaves in its wake all, either friends or foes, no middle class of critics. At the mention of his name, all either say it with flowers, or take to the fire escapes. Of such are the doers of life. And of these, to their everlasting honor, it can never be written, as of colorless citizens: "He left no one but friends." His memory will never be so discounted and daubed, doubtless.

* * *

After the varying vicissitudes of early years, which were many, a woman entered into this man's life. This woman he married. It was a wise and saving step for him. He had taken successfully the most crucial hurdle of life. She was of his sort. He was of her sort. She knew his kind. He knew her kind. In this union there was no discordant blending of the diverse strata of life, good wine with ginger-pop. Such are sympathetic and permanent unions. She became his Polar Star, always leading him on, when now a stricken though undaunted spirit he sails his course on what by contrast appears to him to be a dead reckoning. And so his craft has sailed on, into the dangers of fogs, amid the ice, buffeted by strong gales and high seas, and yet never seeking refuge amid the still seas that are to be found behind the break-water. For he is one of those scarce sporting skippers, happiest when sails are reefed close. It is his way. He knows no other way.

* * *

Fate has far from forgotten this man. While some she always delights, while others she always disciplines, she has visited this man not only with great satisfactions but also with searing sorrows, not only with triumphs but also with tragedies. Bludgeoned and yet with unbowed head, he has continued, throughout, a stranger to surrender. At one time, fighting by day and evening as bitter a campaign as the town has seen; by night, with the spirit of the Spartan but with the cheer of the Christian, he has assuaged the sufferings of his sick and dying. In what proved to be his last words to his son, in the characteristic and effective diction of the street, he said: "Snap out of it, Jim." To an intimate who asked him, when he walked in the depths of the valley of the shadow, if there was any rebellion in his soul, he replied: "No, it's God's way." In these sublime tests, he has stood supreme, a spiritual aristocrat.

* * *

A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to vivisect him now assert, enthusiastically, that Boston is the best governed city in the country. They endorse him, from Alpha to Omega, without limitation or qualification. Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume club, the Boston Atheneum, the Massachusetts Historical Society and the churches about Copley Square, who wash, not as a religious rite, on Saturday night, but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet when some read the posters which were spread over Boston in the last municipal campaign: "Boston Needs Curley," they revised these words to read: "Curley Needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side-streets, and anemic men crawl up into the tree tops.

* * *

A good wife, ambition without an horizon, fine talents and a spirit, a stranger to an eight-hour day, have put him where he is. He is as virile, intellectually, as any man to be found upon the cinderpaths of politics, and more than that, for this is small praise. He has a sound business sense, his head, not in the air, his feet on the ground. He is made of sheet iron, physically. Nothing balks him, mentally, physically and spiritually.

* * *

He has not only virility but also vesatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nothing. He has a modulation of voice, unpassed. He can purr like a pussy-cat, fight like a tiger-cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South. He dynamites an adversary, so tha the fragments can not be gathered together in as few as 12 baskets.

* * *

He is at ease not only with the man on the street but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before the linen with a knife find him an adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted, or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

* * *

He has the appeal of the thoroughbred upon the track, when those who ride assume the dangers of the ditch for the charm of the kicque and the thrill. They are happy, that is while they are happy, though they may not know whether they are to continue on top of the grass or to disappear permanently beneath it. He has unlimited political potentiality, that is if he curbs his torrential spirit. It is often wondered, however, whether his spavins will retire him to the pastures, as is wondered of all plunging performers.

* * *

In him are all the dangers of electric current, which when harnessed drives the trolley, but which when in storms it runs amuck wounds and destroys. He is a political product which when if properly developed, could sit anywhere, politically. Will he respond? This those who stand by him ask, and hope that he will measure up to the confidence of the best. He is a political bison whom the virile admire and yet fear.

* * *

Of such is James Michael Curley, in an estimate which reaches out for the truth of the Kodak and avoids the romance of the painted portrait and touched up photograph. And he is the first of men who would be represented as he is, fine lines and scars. It is a story not only of sunshine but also of shadow, each setting out in contrast sharp the other, and the shadow cincing its sincerity, without which no story is any story.

GREEN FIELD RECORDER 7/30/31

Democrats Gather At Wrentham Today

BOSTON, July 29—There was a tension in the air today as the Democrats prepared for their most important gathering in this state since the 1930 campaign. They met at Weber Duck Inn at Wrentham today.

Impending rumors that a definite boom for Governor Ely for president may be launched, the expectation that Sen. David I. Walsh will be present to sound the keynote for the next campaign, and rumors of the contemplated resignation of Chairman Frank J. Donahue because of ill health, all helped to center interest in the session.

Ostensibly the session will be a regular meeting of the state committee, but a number of prominent visitors are expected to voice the optimism with which the Democrats are considering the next campaign. Mayor Curley may be among those present and Gov. Ely also may find time to leave official cares at the State House to be there. The presence of both or either will be regarded with significance because of the rumors that the Boston mayor may oppose the governor for renomination.

LAWRENCE TRIBUNE 7/13/31

PLAN FOR BICENTENNIAL OF GEORGE WASHINGTON

BOSTN, Aug. 12.—Preliminary steps toward the celebration next year of the George Washington Bicentennial were taken this morning at City Hall, in a meeting of the executive committee of a commission appointed for this purpose by Mayor Curley. This committee is headed by Thomas A. Mullen as chairman, and also include Everett B. Mero, secretary, J. S. C. Andrews, Henry F. Brennan, Frank Chouteau Brown, Julius Daniels, Ralph M. aEstman, Bartholomew F. Griffin, Elizabeth M. Herlihy, H. Ainsley Highman, Judge Frank Leveroni, Joseph A. F. O'Neill, Mrs. William Stanley Parker, Carroll J. Swan, and Mrs. Eva Whiting White.

Members ex-officio include Edmund L. Dolan, director of public celebrations, Stanton R. White, his associate, and John A. Scanga, president of the Citizen's Public Celebrations Association.

Plans as announced in a preliminary way this morning by Mayor Curley include emphasis on the usual legal holidays next year, and on several others. Among these will be Constitution Day, to be celebrated in connection with July Fourth, and Flag Day, June 14, when a parade is planned. The use of Boston Garden also is contemplated for a big celebration on Washington's Birthday, February 22.

Another plan which Mayor Curley has made is to move the old Dillaway houe, which he believes is at least 150 years old, to a new location on the site of the intermediate school which is to be erected on Roxbury street, Roxbury. Under his plan, the old houe would be put in the center of the site, the schoolhouse being built around it on three sides of a square. The State Legislature has already appropriated $25,000 with which to restore the colonial lines of this old house, which is one of the few in Boston which have survived up to the present time. It was used at one time by Gen. Knox and by the artillery officers in 1775. Mayor Curley plans to conduct a housewarming in it, next July Fourth, if it is located on the schoolhouse site and rebuilt by that time, and thereafter to make it a Boston museum of historical antiquities. The land on which Mayor Curley wihes to locate it was purchased three years ago for a schoolhouse, but has not yet been put to this use.

WOBURN TIMES 7/15/31

ROOSEVELT BUTTONS AT BOSTON CITY HALL

Roosevelt for President buttons, sponsored by Mayor Curley, were distributed at City Hall yesterday. The mayor's first contribution to the campaign of Gov. Roosevelt for the Democratic nomination was 10,000 orthodox buttons, bearing a likeness of the Governor, and 5,000 de luxe pins, with the inscription "America Calls Another Roosevelt."

WAKEFIELD ITEM 7/13/31

ITEMETTES

'S funny the blueberry pickers, unable to make sales on account of the abundance of the fruit this year, haven't thought of appealing to the Farm Board.

The Boston Globe wants to know why "pushed soup is more polite (according to Emily Bates Post) than pulled soup." For those who don't care for either way, a lot of crackers broken up in it will help solve the problem.

Mayor Curley of Boston is said to be keenly interested in a four-days passenger service to Europe by air. As we recall it, he hasn't given Boston that long-ago-promised 5-cent fare on the "El."

"The saving of Germany is largely a question of protecting international loans. Very well. Let them be protected. But why not a little care for our own people who can no longer get loans, even from the pawnbroker, because they have nothing left to

NORTHAMPTON GAZETTE 7/7/31

MAYOR CURLEY GETS A LAUGH

Concern of Council Over Invitation to Young May Be of No Avail

Boston, April 7 — (AP) — The concern of the city council at Mayor James M. Curley's invitation to Owen D. Young to speak at Faneuil hall July 4th, today caused the mayor to chuckle. In fact, Mayor Curley laughed when he discussed the council's 15 to 3 vote of yesterday requesting him to substitute former Governor Alfred E. Smith of New York for Young.

"Well, the boys are at it again, aren't they?" Curley said. "Of course their action is not worth the paper on which it will be typed, in view of the fact that under the charter the legislative branch of the city government has no authority over the matter."

Curley has not received an acceptance of his invitation from Young. The latter's secretary replied that Mr. Young is now traveling, but that undoubtedly he would be pleased at the invitation.

LOWELL SUN 7/17/31

MASSACHUSETTS WAR MEMORIAL

Mayor Curley of Boston and the state commission for a war memorial have tentatively approved plans for the erection of a marble tower to a height of 300 feet in Boston's Fenway as a permanent tribute to the war dead of Massachusetts. It is proposed to have a constant flame burning at the base of the monument, similar to that at the tomb of the unknown soldier.

With the war more than a decade past, it is only fitting that Massachusetts should do something to commemorate the valiant deeds of her soldiers. Various cities and towns have honored them in one way or another, but the state has been rather tardy in erecting an official memorial.

BROCKTON ENTERPRISE 7/17/31

F. OF A. COURTS ARRANGE STATE SESSION PLANS

Boston, Aug. 17.—The annual convention of the Foresters of America, to be held in Boston Aug. 30 to Sept. 2, is expected to be one of the best attended meetings of the order in recent years bringing here between 1000 and 1500 delegates, with their families and friends, from various sections of the country.

Hotel Bradford will be headquarters for the convention, where most of the activities will be held, starting with a dinner and concert Sunday night, Aug. 30. An elaborate programme has been arranged by the committee in charge of the convention, with every hour of the four days crowded with varied activity.

For the Massachusetts members, unusual interest attaches to the convention this year because of the candidacy of Dr. Joseph Santousosso, well known Boston physician and attorney, for the post of supreme chief ranger. Dr. Santosuosso is chairman of the committee in charge of the convention, has long been active in the order and is at present a member of its supreme court.

The convention will be officially opened Monday morning, Aug. 31, at a business session at which an official welcome will be extended by the city of Boston. In the afternoon the delegates and their families will make a tour of historic places in Boston, Concord and Lexington. Tuesday there will be further business sessions, and in the evening the convention banquet will be held at which the scheduled speakers include Gov. Ely, Mayor Curley, Sen. David I. Walsh and others prominent in public life.

WORCESTER TELEGRAM 7/12/31

The Fight on Youngman

The only discernible political activity in the neighborhood of Beacon Hill this week has been a new spurt in the campaign to unhorse the lieutenant governor, the chief effect of which has been, thus far, to build him up. Representative Standish, in assailing him for alleged excessive friendliness to the Democratic governor, inadvertently paid him a considerable tribute of leadership, for the Council is composed almost entirely of Republicans, and the burden of the Standish song was that it ate meekly from the hand of Mr. Youngman.

Nothing odder in many years has presented itself for the entertainment of the onlooker at party politics than this campaign by certain Republicans to prevent Mr. Youngman from being governor. The oddest feature of it is that the entire burden of talk is that "we're going to beat Youngman"; and there is not so much as a whisper of whom they are going to do it with. The only name mentioned at all seriously is that of Mr. Fuller, and there is thus far not a shred of evidence that he would consider any such stepping backwards into the office which he left after four hard years. Gaspar G. Bacon will obviously cling to his original program, to be a candidate for second place nomination, which he will get; and so be in line for the governship later—all this, presumably, with little or no struggle. It is more attractive than a contest with Mr. Youngman.

Now, what is happening in this situation is very plain, and it is that Mr. Youngman is being labelled as the candidate, more than a year in advance of settlement of the question by ballot. Very likely his nomination will be opposed by the presence of another name on the primary ballot, but no one can venture a guess at this time who it can possibly be—unless it is Mr. Standish himself.

Clear Sailing for Bacon

There will likewise be primary opposition to the nomination of Gaspar Bacon for second place; but this also is, so far, impersonal, and it consists entirely of dry sentiment. That is, the drys will use every effort to persuade some dry individual to contest against the wet Mr. Bacon, these drys having in mind the obvious aim of Mr. Bacon to become governor. They would like to nip that early. Right now there does not appear the slightest possibility of success on those lines. It looks like clear sailing for Bacon.

Our other slumbering contest — between Messrs. Ely and Curley for the Democratic nomination for governor—shows no signs of life in the open. Some of the mayor's admirers are suggesting that he aspire to membership in the United States Senate instead of to the governorship, basing this interesting thought on their alleged belief that David Ignatius Walsh, whose present term expires March 3, 1935, does not desire to be renominated. If Mr. Walsh desires to remain in the Senate he can. No Democrat and no Republican can beat him unless conditions greatly change in this state. That's the judgment of politics hereabouts. If he should insist on stepping out at the end of this term, that would open up an interesting situation, and Mr. Curley might figure largely. The Senate needs orators, and he is one of the best, if not the best, in the country.

That situation would also mightily interest Massachusetts Republicans, for it would make the 1934 senatorial nomination in that party worth something, which it would not otherwise be.

BROOKLINE CHRONICLE 7/9/31

Mayor Curley's Cow Ousted

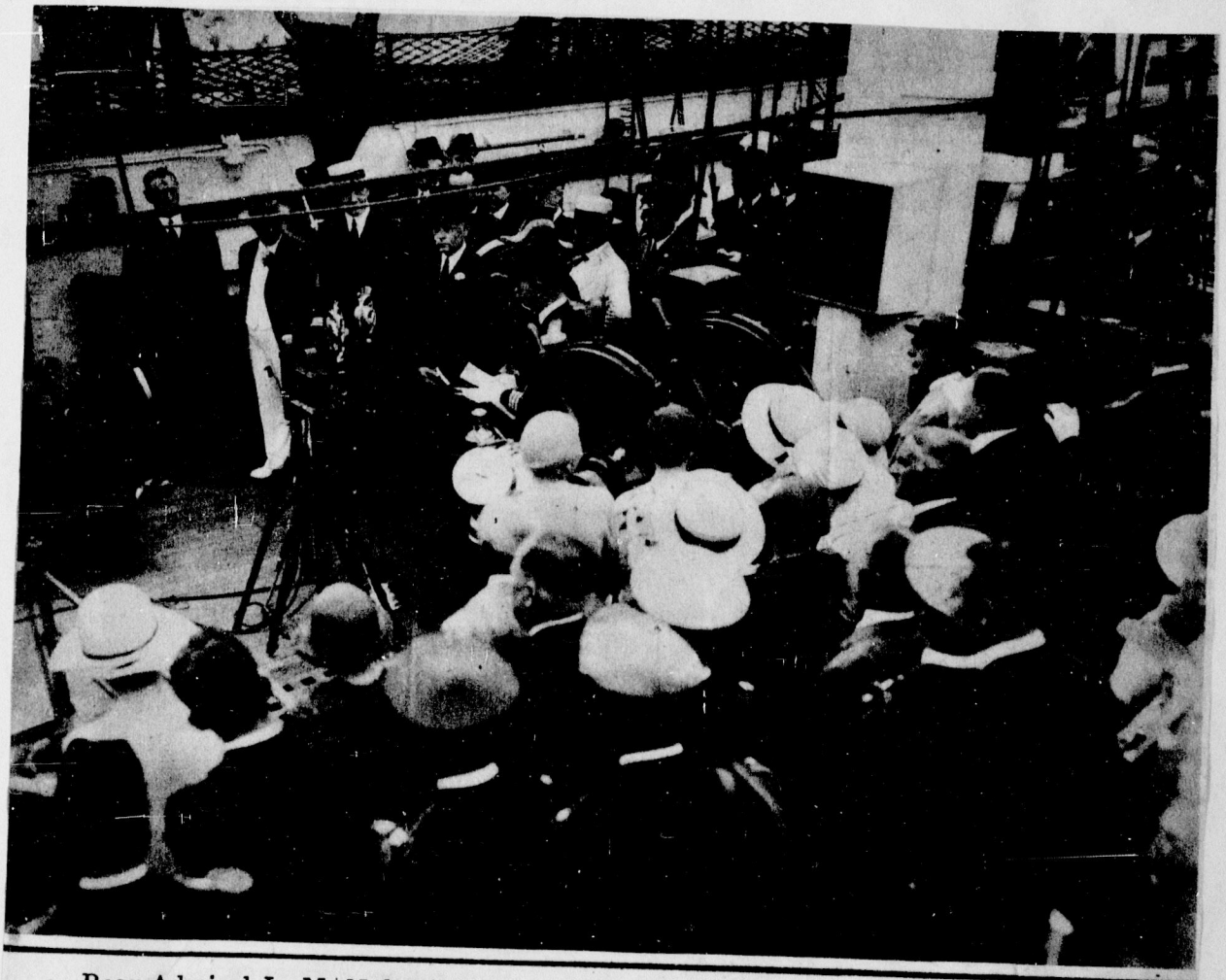
It appears that Mayor Curley's famous mythical cow is to be deprived of pasturage on the site of the old Boston postoffice in Post Office Square. Four carloads of steel for the framework of the new building, which Bostonians had been led to believe was to be erected on the site of the old one, arrived in the city this week. Mayor Curley and many others had about lost hope of ever seeing a new postoffice building. At least, the Mayor supposed the building site would be unoccupied during the remainder of the summer. Naturally, he felt justified in turning out the municipal cow to pasture there. Everybody interested in the project was agreeably surprised when the steel framework arrived. Large bodies move slowly, it is said, so let's not blame the steel and the Federal authorities too much. Now that the first shipment is here, there seems to be some hope of getting the new postoffice started. Local men, we are informed, will be hired on the big job from time to time. Carpenters, the authorities report, will be needed by August 1 and will be engaged on the job. Carpenters, however, are notified not to apply for jobs until two weeks hence. Just now the project seems to be really underway. We are naturally wondering, however, what the next long delay will be.

SPRINGFIELD UNION 7/9/31

All for Roosevelt.

Another Roosevelt for President Club filed its papers with the Secretary of State today. This is the second such organization to be formed and declares unequivocally for the New York Governor, while the first did so only in the event that former-Governor Alfred E. Smith declines to run. The list of club officers is headed by Mayor James M. Curley of Boston as honorary president. The club has Whitfield Tuck of Winchester for president; James E. Heslin of Lowell, vice-president; Mrs. John Keegan of Hyde Park, treasurer, and William H. McMasters of Cambridge, executive secretary.

SPRINGFIELD REPUBLICAN 7/12/31



Rear-Admiral L. M. Nulton, commandant of the Boston navy yard, reading the re-commission papers for the Constitution on board the ship. With him on the quarter deck are Curtis D. Wilbur, former secretary of the navy; Ernest L. Jahncke, assistant secretary of the navy; Gov Joseph B. Ely of Massachusetts; Mayor James M. Curley of Boston and Rear-Admiral Philip And vs, retired.

(Associated Press)

SOMERVILLE JOURNAL 7/9/31

Reading that Paul Curley, son of the mayor of Boston, is going to work in the highway department all summer instead of spending the long vacation in sport, many another eighteen-year-old youth who is trying his hardest to pay his way through college may wish that he, too, was assured of ten weeks' work at eighteen dollars a week, no matter how hard and gruelling the labor.

NORWOOD MESSENGER 7/9/31

D. of L. Gather at Boston Today

4 Day National Convention Will Include Several Social Functions

The four day national convention of the Daughters of Isabella to be held in Boston this week will include many socials, the first of which will be given this evening, when the delegates will be the guests of the Knights of Columbus at a dinner at the Hotel Statler.

Tomorrow the entire convention will be the special guests of Mayor James M. Curley. After luncheon at the Hotel Westminster the members will enjoy a harbor trip on the steamer "Michael Perkins."

The business meeting of the convention will take place Thursday, when Mrs. Minerva Boyd of Chicago, national regent, will open the proceedings. In the evening a reception will be tendered the international officers, and degree teams of the various circles will give exhibition drills.

A banquet at the Statler will conclude the convention Thursday evening. The principle speaker will be Cardinal O'Connell. The Norwood representative at the convention is Miss Marie Lee, regent of Norwood Circle.

WORCESTER GAZETTE 7/14/31

FIGURE ON HUB TAX RATE

Special Dispatch to The Gazette

BOSTON, July 14.—The Boston tax rate for 1931 will not be more than $1.50 in excess of the 1930 rate of $30.80. Probability that the increase, which would have been twice the maximum now considered possible but for the drastic methods invoked by Mayor Curley, will not be much larger than $1 appeared certain yesterday, when appropriations financed by direct taxation were closed.

Unless depreciation in taxable valuations is far in excess of the maximum of $20,000,000 which is anticipated, city officials are confident that the tax rate increase will be held to a satisfactory figure and there is a consensus that the rise may be a flat dollar.

SALEM NEWS 7/14/31

Asked Curley to Defer Action on Boston Strandway

Boston, July 14—The city council appealed yesterday to Mayor Curley to defer definite action on the $1,000,000 East Boston Strandway until Corporation Counsel Samuel Silverman has ruled on the legality of the aceptance by the council, under a misapprehension of the facts, of the legislative act authorizing the project.

Discovery that what the council had been specifically told was a mere formality had actually been unrestricted authorization to City Treasurer Edmund L. Dolan to borrow up to $1,000,000 for the park department to expend in the making of a strandway, started an uproar in the council meeting.

During the argument legislators, Mayor Curley, City Clerk John B. Hynes and William J. McDonald and hisassociates in the Boston Port Development company, were the targets of the most sustained attack made by councilman in many years.

A threat by Councilman Francis E. Kelly of Dorchester, to sponsor an appeal of 10 taxpayers to the supreme court to block the strandway project, a similar declaration by Councilman Clement A. Norton of Hyde Park, to test the legality of the legislative enactment, and the spectre of court action by the Good Government association, have suddenly converted the strandway issue into a controversy of far greater significance than has been anticipated.

HOLYOKE TRANSCRIPT 7/14/31

"Bob" Washburn devotes his whole letter to The Boston Transcript this week to James M. Curley, mayor of Boston, and ambitioned to be governor of Massachusetts. And let it be known that every Massachusetts editor found the page from The Transcript in his mail this morning with heavy black marked framing the article. Here are a couple of the choice sparks from the Washburn anvil:

"A good wife, ambition without an horizon, fine talents and a spirit, a stranger to an eight-hour day, have put him where he is. He is as virile, intellectually, as any man to be found upon the cinder-paths of politics, and more than this, for this is small praise. He has a sound business sense, his head not in the air, his feet on the ground. He is made of sheet iron, physically. Nothing balks him, mentally, physically and spiritually."

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WORCESTER TELEGRAM 7/15/31

D. of I. Gather At Boston for U.S. Convention

Worcester Delegates Among 10,000 to Open Meetings Today

BOSTON, July 14 (AP)—The annual national convention of the Daughters of Isabella will open at the Hotel Statler tomorrow and continue through the next four days. Approximately 2000 delegates are expected to be present, and many of them had already arrived here tonight.

The convention will open with a solemn high mass at St. Cecilia's church in the Back Bay, at 9.30 o'clock tomorrow morning. Cardinal O'Connell will celebrate the mass, assisted by Rt. Rev. Mgsr Ambrose F. Roche, chaplain general of the Massachusetts branch.

Mayor James M. Curley will welcome the delegates at the opening business session, over which Mrs. Minerva C. Boyd of Chicago will preside. Mayor Curley also will be host to the delegates at a luncheon at the Westminster hotel roof garden. A business meeting in the afternoon will be followed by a reception in the evening to the national officers, after which there will be a concert in the ballroom of the Statler. The Glee clubs of the organization will give an exhibition drill, in which the Worcester team will take part, at the conclusion of the ball.

PROVIDENCE JOURNAL 7/15/31

CURLEY MAY ATTEND ANNUAL CLAMBAKE

Move Started in Fall River To Invite Boston's Mayor

Agitation to have an invitation to the annual clambake of the Fall River Democratic city committee extended to Mayor James M. Curley of Boston has started, it was learned yesterday, and will result in an open motion to that effect at the special meeting of the committee late next month.

The annual affair will be held Sunday Sept. 6, in Island Park. Invitations to be extended to United States Senator David I. Walsh, Governor Joseph B. Ely, National Committeewoman Nellie F. Sullivan, Sheriff Edmond P. Talbot, Mayor Felix A. Toupin of Woonsocket and former United States Senator Peter Goelet Gerry of Rhode Island. The city committees of New Bedford, Taunton and other Bristol county municipalities are expected to co-operate in the bake.

The move to invite Mayor Curley is quite certain to meet opposition, as it is understood that leaders of the city committee are not in sympathy with this proposal. Curley now appears as a very probable candidate for the Democratic nomination for Governor in opposition to Ely and for that reason the undoubted Ely supporters will frown on any step to have both men appear on the same platform under auspices of the Fall River committee.

QUINCY PATRIOT-LEDGER 7/11/31

Washburn Talks Mayor Curley

Political Critic Says Boston's Great Man Has the Potentials and the Dangers of an Electric Current

Just why there should be a burst of publicity just now concerning Boston's oft-discussed mayor, Hon. James M. Curley, is not altogether clear, but the fact remains that a a good deal is being said in print about his honor. Whether with a view to political effect or otherwise, may appear later. Meanwhile, one of the best statements of late is the one made this week in "Bob" Washburn's column of the Boston Transcript. Mr. Washburn said:

James Michael Curley, mayor of Boston, presents an amazing and compelling study for estimate, no one more so in the country. Here is a man who was born into the only inheritance essential to make life what it ought to be, a good mother and father. Otherwise he had nothing, except a high spirit, which is much. He was born, not with a silver spoon, but with a wooden ladder in his mouth, which he proceeded forthwith to climb. Here is a man as to whom no one is apathetic, whose marked individualtity leaves in its wake all, either friends or foes, no middle class of critics. At the mention of his name, all either say it with flowers or take to the fire-escapes. Of such are the doers of life. And of these, to their everlasting honor, it can never be written, as of colorless citizens. "He left no one but friends." His memory will never be so discounted and daubed, doubtless.

After varying vicissitudes of early years, which were many, a woman entered into this man's life. This woman he married. It was a wise and saving step for him. He had taken successfully the most crucial hurdle of life. She was of his sort. He was of her sort. She knew his kind. He knew her kind. In this union there was no discordant blending of the diverse strata of life, good wine with ginger-pop. Such are sympathetic and permanent unions. She became his Polar Star, always leading him on, when now, a stricken though undaunted spirit, he sails his course on what by contrast appears to him to be a dead reckoning. And so his craft has sailed on, into the dangers of fogs, amid the ice, buffeted by strong gales and high seas, and yet never seeking refuge amid the still seas that are to be found behind the breakwater. For he is one of those scarce sporting skippers, happiest when sails are reefed close. It is his way. He knows no other way.

Fate has far from forgotten this man. While some she always delights, while others she always disciplines, she has visited this man not only with great satisfactions, but also with searing sorrows, not only with triumphs but also with tragedies. Bludgeoned and yet with with unbowed head, he has continued, throughout, a stranger to surrender. At one time, fighting by day and evening as bitter a campaign as the town has seen; by night, with the spirit of the Spartan but with the cheer of the Christian, he has assuaged the sufferings of his sick and dying. In what proved to be his last words to his son, in the characteristic and effective diction of the street, he said: "Snap out of it, Jim." To an intimate who asked him, when he walked in the depths of the valley of the shadow, if there was any rebellion in his soul, he replied: "No, it's God's way." In these sublime tests, he has stood supreme, a spiritual aristocrat.

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He has not only virility but also versatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger, and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nuthin. He has a modulation of voice unpassed. He can purr like a pussycat, fight like a tiger-cat. He touches his hat to some obscure and too much forgotten women with a gallantry which would discount even the South. He dynamites an adversary so that the fragments cannot be gathered together in as few as twelve baskets. He is at ease not only with the man on the street but also with those who live near the Esplanade, not only with those whose clothes are scarce because of financial stringency but also with those whose clothes are scarce because of social convention. He sits with the crude and the cultured, to his and their satisfaction. Those who hope to see him lapse before [illegible] with a knife find him an adept with the fork. Domestically, he is a spur and inspiration. Politically, all men take him in doses either undiluted, or diluted with reason or without, and some turn to a lemon, as when they seek to palliate a spoonful of oil.

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In him are all the dangers of the electric current which when harnessed drive the trolley but which when in storms it runs amuck, wounds and destroys. He is a political product which, if properly developed, could sit anywhere politically. Will he respond? This those who stand by him ask, and hope that he will measure up to the confidence of the best.

Sun, Moon, and Tide

Weather on Page One

ALMANAC THURSDAY, JULY 16

Sun rises	5:20
Sun sets	8:19
Length of day 14 hours, 59 minutes	
High tide	12:45 P. M.
Moon sets	9:39 P. M.
First quarter July 22	1:16 A. M.
Full moon July 29	8:48 A. M.
Last quarter Aug. 6	12:28 P. M.
New moon Aug. 13	4:27 P. M.

MOTOR LAMPS LIGHTED
8:49 P. M. to 4:50 A. M.

ALMANAC FRIDAY, JULY 17

Sun rises	5:21
Sun sets	8:18
Length of day 14 hours, 57 minutes	
High tide	1:00 A. M. and 1:30 P. M.
Moon sets	10:08 P. M.
First quarter July 22	1:16 A. M.
Full moon July 29	8:48 A. M.
Last quarter Aug. 6	12:28 P. M.
New moon Aug. 13	4:27 P. M.

MOTOR LAMPS LIGHTED
8:48 P. M. to 4:51 A. M.

SWISS HORNS 12 FEET LONG

One of the most unusual musical instruments is the alphorn used in Switzerland to call cattle and to announce the hour of evening worship, according to a writer in Boys' Life, the monthly magazine of the Boys Scouts of America. "The alphorn is of very ancient origin, and is made of wood, bound with bark fibre, and often measures 12 feet in length. A skillful player can draw wonderful melodious notes from its wide throat, although its compass is limited to that of an ordinary brass trumpet without stop and valves. Some of the very high notes and the very low notes are difficult to play, but a good trumpeter has usually little difficulty in mastering the ordinary notes".

BOSTON REVIEW 7/11/31

I haven't seen the portrait of Mayor Curley which was painted by an eminent Hungarian artist, but I have seen a reproduction of it, as published in the newspapers, and I can't say that it has my approval. It doesn't seem to have that familiar smile, which is not exactly a smile, that so many of us have encountered. I very well recall the last time I met him face to face. He had just been elected mayor over John R. Murphy. I hastened to extend congratulations, telling him, by the way, how hard I had worked, but that it was worth while. He looked at me smiling. He said nothing. The smile was slowly transformed, and the atmosphere in that vicinity became icy. I didn't like it a little bit. Finally he spoke:

"And so you think, professional double-crosser that you are, that I cannot see through you! You were leading the cheers for Murphy early last evening when you thought he had been elected."

Of course Mr. Curley was mistaken when he said that. It is true that I formed a Murphy club in East Boston, but I formed two Curley clubs in Roxbury, but somehow or other I couldn't get myself together to explain it to the mayor-elect when I met him. But I don't like that portrait by the eminent Hungarian, if it is at all like the newspaper samples. It makes the mayor like one of the usual everyday sitters for portratis who try to look themselves—and do! Mayor Curley did not look himself that time.

Conry's Mayoralty Boom Shows Steady Progress As Traffic Work Is Developed

Much Depends, Of Course On Position of Mayor When Preliminary Contest Begins—That He Has Complete Confidence in Commissioner Is Undoubted—One Unemployed Man Is Prevented From Mortgaging Wife's Home—Emblem In Copley Square Is That of Yacht Club And Not Old Glory

By Oliver Peters

Chairman Joseph A. Conry of the Traffic Commission recently enjoyed a brief trip to Nova Scotia, where he made a deep impression on those who heard his formal addresses and those who came into personal contact with him. It is improbable that any other Boston man in recent years has attained such popularity with our Nova Scotian neighbors in as short a time as that which Mr. Conry had at his disposal. A business man from the province remarked this week in City Hall, where he had gone to pay his respects to Mayor Curley:

"If Joseph A. Conry does not succeed James M. Curley as mayor of Boston, it strikes me that the good people of your city will fail to use their usual common sense."

I am not acquainted with the intricate machinery of politics, but I hear more favorable words concerning the chairman of the Traffic Commission as a candidate for mayor than I hear concerning all the other possibilities, to say nothing of the impossibilities, who have been mentioned. Much will depend, of course, on Mayor Curley's attituds toward Mr. Conry. I know he holds him in as high regard as Mr. Conry holds the mayor, and if the mayor should decide to get behind Conry in 1933 he would be a strong candidate.

Walsh And Curley Exchange Compliments As Part of Independence Day Observance

Senator, Selected For Official Orator, Is Highly Praised By City's Chief Executive and In Turn Pays Tribute To His Honor—Relations Are Most Friendly—Safety Razor Makers Are Compelled To Give Them Away In Order To Sell Blades—Soup Is Priced At One Figure And Sold At Another

By Matthew Cotton

To my mind the most impressive feature of Boston's Fourth of July celebration were the words spoken by Senator Walsh in praise of Mayor Curley and the words spoken by Mayor Curley in praise of Senator Walsh. It was an occasion in which each outdid himself in commendation of the other. Mayor Curley's characterization of Senator Walsh was "master of statecraft," and Senator Walsh's words were equally unrestrained and effective. There were other interesting and important features on the great day, and I do not forget that a memorial to Woodrow Wilson was unveiled in Poland, but let us not forget that, when Mayor Curley and Senator Walsh spoke as they did on Saturday last, their words were almost if not quite as important as those which President Hoover had uttered when he warned France that, if she insisted on having her own way, things would happen, or something to that effect.

I sincerely hope that the meeting marked something more than a temporary truce. Mayor Curley selected Senator Walsh to be the Fourth of July orator, although there were several applicants for the job and the Senator had not applied.

Is it too much to hope that next year Mayor Curley will invite ex-Mayor Fitzgerald to deliver the Fourth of July oration and that the ex-mayor will accept the invitation? Somebody has got to get behind the political millenium and push, or it will never arrive.

WORCESTER GAZETTE 1/15/31

WASHBURN'S WEEKLY

By R. M. WASHBURN

JAMES MICHAEL CURLEY, mayor of Boston, presents an amazing and compelling study for estimate, no one more so in the country. Here is a man who was born into the only inheritance essential to

make life what it ought to be, a good mother and father. Otherwise he had nothing, except a high spirit, which is much. He was born, not with a silver spoon, but with a wooden ladder in his mouth, which he proceeded forthwith to climb. Here is a man as to whom no one is apathetic, whose marked individuality leaves in its wake all, either friends or foes, no middle class of critics. At the mention of his name, all either say it with flowers, or take to the fire escapes. Of such are the doers of life. And of these, to their everlasting honor, it can never be written, as of colorless citizens: "He left no one but friends." His memory will never be so discounted and daubed, doubtless.

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After the varying vicissitudes of early years, which were many, a woman entered into this man's life. This woman he married. It was a wise and saving step for him. He had taken successfully the most crucial hurdle of life. She was of his sort. He was of her sort. She knew his kind. He knew her kind. In this union there was no discordant blending of the diverse strata of life, good wine with ginger-pop. Such are sympathetic and permanent unions. She became his Polar Star, always leading him on, when now a stricken though undaunted spirit he sails his course on what by contrast appears to him to be a dead reckoning. And so his craft has sailed on, into the dangers of fogs, amid the ice, buffeted by strong gales and high seas, and yet never seeking refuge amid the still seas that are to be found behind the break-water. For he is one of those scarce sporting skippers, happiest when sails are reefed close. It is his way. He knows no other way.

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A marked revulsion of attitude toward this man has passed over Boston during his present mayoralty, for a number of reasons. Some who have been the first to vivisect him now assert, enthusiastically, that Boston is the best governed city in the country. They endorse him, from Alpha to Omega, without limitation or qualification. Again, a change of atmosphere in strange quarters is manifest. Such of the Beaconese and purified as gather at the Odd Volume club, the Boston Atheneum, the Massachusetts Historical Society and the churches about Copley Square, who wash, not as a religious rite, on Saturday night, but for fun and unnecessarily, are now wondering whether they have been wrong in their attitude toward this man, and, more than this, many who came to scoff have remained to pray. And yet when some read the posters which were spread over Boston in the last municipal campaign: "Boston Needs Curley," they revised these words to read: "Curley Needs Boston." No man hereabouts has invited more savage attack. When Jim is the issue, cautious maids move their perambulators into the side-streets, and anemic men crawl up into the tree tops.

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A good wife, ambition without an horizon, fine talents and a spirit, a stranger to an eight-hour day, have put him where he is. He is as virile, intellectually, as any man to be found upon the cinderpaths of politics, and more than that, for this is small praise. He has a sound business sense, his head, not in the air, his feet on the ground. He is made of sheet iron, physically. Nothing balks him, mentally, physically and spiritually.

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He has not only virility but also vesatility. If led into the retreat of a psychiatrist, every neurotic within the radius of his contagious atmosphere would get off the doctor's ledger and save his estate if not his health. He has, on his own initiative and without extraneous guidance or tonic, made himself a master of literature and of diction, on whom Harvard has nothing. He has a modulation of voice, unpassed. He can purr like a pussy-cat, fight like a tiger-cat. He touches his hat to some obscure and too much forgotten woman with a gallantry which would discount even the South. He dynamites an adversary, so tha the fragments can not be gathered together in as few as 12 baskets.

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Of such is James Michael Curley, in an estimate which reaches out for the truth of the Kodak and avoids the romance of the painted portrait and touched up photograph. And he is the first of men who would be represented as he is, fine lines and scars. It is a story not only of sunshine but also of shadow, each setting out in contrast sharp the other, and the shadow cincing its sincerity, without which no story is any story.

BROCKTON ENTERPRISE 1/13/31

The Coakley View.

(Springfield Union.)

To a letter from Buzzards Bay to the Boston Transcript denying the charge that he is Gov. Ely's vizier, Daniel H. Coakley, the intrepid political guerilla of Boston, adds the postscript, "I may say that I expect to be governor before Mayor Curley attains that honor."

This may be a rather uncertain measure of expectations, but it seems to imply that in the Coakley opinion Mayor Curley's chances of becoming governor of Massachusetts are to be limited by the prospects of his surmounting the dead body of Mr. Coakley.

Such a situation may yield some measure of consolation and hope to Gov. Ely, though it may be tempered somewhat by misgivings as to the brotherly love in and of the Boston democracy, even under his indulgent cultivation.

SPRINGFIELD NEWS 7/11/31

HUB 'GOO-GOOS' STRIKE AT PLAN FOR STRANDWAY

East Boston Project Termed Subsidy to Port Development Company

Boston, July 11—The Good Government association yesterday attacked the proposed $1,000,000 East Boston strandway as "little more than a subsidy" to the Boston Port Development company, owner of the flats which flank the projected route of the waterfront traffic highway.

Mayor Curley sharply criticized the association's statement last night, declaring the proposed strandway was an aid to unemployment.

"It contains a criticism of contemplated public projects which differ in no degree," the mayor said, "other than perhaps in its being more violent and less truthful from similar attacks made against every contemplated project that is now a reality."

The president of the Boston Port Development company, William J. McDonald, in a reply to the association's attack, said his company knows nothing about the proposed strandway, other than what has appeared in newspapers, never has seen the plans and, although it does not wish to interfere with any public project, prefers that it be not built.

Calling the project "The East Boston Mudway," the Good Government association statement sets forth that it has been a "hardy perennial in the Legislature" and that the ultimate cost, if the city undertakes the improvement, will be tremendous.

"The tremendous ultimate cost of such a procedure," the statement continues, "may easily be startling and its ultimate results disappointing. When all the money is spent, Boston will find itself with only a mudflat "strandway" beginning in a small park and ending relatively nowhere—a semi-deserted mudway to Belle isle inlet."

"Since the major part of the adjacent land belongs to one corporation, such a project is of little more than a subsidy to any land development that corporation may make. The case is clearly one where those directly benefited should pay the cost, yet the city has announced no intention of such procedure."

Flanks Route

"The roadway would touch Boston Port Development company land at almost every foot of the way. In many places this corporation's land flanks the proposed route on both sides. The company owns some 30,000,000 or more square feet of land and flats in East Boston, assessed under the name of the East Boston Development company for $1,072,000 in 1930.

"In case the city council unwisely votes the loan, it will be interesting to note the price paid for the land purchased and the riparian rights secured."

Delving into the records of the finance commission the association made known that, in 1928, the East Boston company owed the city $295,000 for taxes and assessments covering the years 1922-1927 and in addition costs, interest, which raised the city's claim to $351,327.

This debt of over $351,000 has been settled by the city for only $100,000. The first offer of settlement at $125,000 came on April 17, 1928, from William McMorrow—now city collector and counsel for the East Boston company and "for persons proposing to become interested in reorganizing the company."

Cites Improvements

The mayor in his statement pointed out that the same objections were raised to several other improvements and cited the rapid transit system in Dorchester, the airport, which he said will be completed within the current year; and the municipal golf course at Franklin park which, although termed an unwarranted luxury, nets an income to the city in excess of $20,000, according to the mayor.

"It is but natural," the mayor's statement read, "that the uninformed and the unintelligent small-minded men from obscure villages, who are selected to edit City Affairs (the G. G. A. organ), should air their views, the adoption of which views would result not only in a policy of complete stagnation of municipal enterprise and progress, but in an enormous increase in the already tremendously large expenditures for public welfare work."

McDonald, the development company head, said he has never conferred with the mayor on the proposed strandway, nor did he appear when the matter was before the Legislature.

"The Good Government Association would do well to be careful," he said. "They might be asked to explain such charges. We have never had anything to do with the proposed road. As we saw the plans in the newspapers we were more or less opposed to it but decided not to interfere. Our land is primarily for industrial sites for the betterment of the port of Boston and such a proposed strandway would in no way assist in bringing industrial plants there.

"The Good Government Association certainly must have a lot of time on their hands. They would do well to get busy on matters that were of importance and be a great help to the community."

SPRINGFIELD UNION 7/8/31

Boston Takes Gas Rate Case to Supreme Court

BOSTON, July 7—(AP) Mayor Curley tonight directed Corporation Counsel Samuel Silverman to carry to the Supreme Court the city's fight to compel the Boston Consolidated Gas Company to abolish its monthly service charge of 50 cents to each consumer.

SALEM NEWS 7/8/31

Mayor Curley Asks High Court To Kill Gas Charge

Boston, July 8—Mayor Curley yesterday petitioned the supreme court to nullify the recent decision of the public utilities department authorizing the Boston Colsalidated Gas company to exact a service charge from all consumers.

In a double-barreled attack on the department and the Koppers company, holding corporation for the gas company, the mayor coupled a direct charge of partiality by the commission with a statement that until the Koppers company obtained control of the gas company, the question of the service charge had never been raised.

In a brief amplification of his formal statement the mayor indicated that he would make an issue of the decision of the utilities department and that he proposed to lead the fight in person to overturn its decision which he assailed as illegal.

Much of the mayor's prepared statement was confined to an attack upon the alleged partiality of the department, which he summarized in the assertion that "it is plainly evident that the interests of but one party were considered, namely the inetrests of the Boston Consolidtaed Gas company."

He denounced the policy of the Koppers company, as "ruthless," characterized the corporation as an "octopus" and described the service charge "as an arbitrary imposition authorized by the department of public utilities and has no relation to the consumption of gas."

The estimated assessment upon 40,000 or more gas consumers is figured by the mayor at $3,000,000 and he siad his purpose in appealing for judicial aid was to attempt to obtain a refund of the sum to consumers.

QUINCY PATRIOT LEDGER 7/8/31

MAYOR CURLEY TO TALK HERE

Will Address Rotarians at Joint Meeting July 14 at Wollaston Golf Club

Mayor James M. Curley of Boston will be the principal speaker at the joint meeting of the Quincy, Braintree, Weymouth, and Randolph-Holbrook Rotary clubs next Tuesday noon at the Wollaston Golf club, Montclair. Quincy will be the host club and Allan R. White will be in charge of the program. Luncheon will be served at 12:15 o'clock.

More than 125 Rotarians will be present to hear Mayor Curley's message and he is assured of a real Rotarian welcome.

Dorchester News 7/10/31

IT IS ABOUT TIME

Mayor Curley is absolutely right in his attitude concerning the downtown traffic problem, as far as he goes. His plan of alternate parking on city streets, which has met with approval by the Traffic Commission after the Mayor made it plain that he insisted upon it, is a good plan and a fair one for all. The idea of 20 minute and hour parking was positively silly and it was a crime to have intelligent and husky cops running around making chalk marks on the wheels of autos and tying tags on the windshields.

What the Boston merchants were thinking of to permit of the adoption and carrying out of such absurd traffic restrictions as they did we never could fathom. Their business was surely being alienated to more friendly cities and towns in the suburbs. It was one of the chief contributing factors to the demoralization of business in the Boston retail stores.

If the Mayor could now be convinced that diagonal parking on the streets where parking is to be permitted is the proper way to have cars stand it would be another long step in the solving of the traffic problem.

COMMUNITY CLUB SHOWS PROGRESS

Will Keep Up Fight For Municipal Building At Fields Corner

OUTING JULY 16TH

At the regular meeting of the Dorchester Community Club held Monday, the legislative committee reported that Mayor Curley on Friday approved the city council orders for adoption of legislative acts authorizing the city to spend $750,000 for the erection of two municipal buildings in Dorchester and the third in Charlestown, but that loans necessary to obtain funds for the buildings will not be issued this year. The Mayor will make a survey to determine the reported needs for such buildings before approving the loans.

The club will continue its work to secure a building for the Fields Corner section. Many new names were added to the membership list and much enthusiasm was shown over the progress they have made within so short a time.

A special meeting will be held at 1582 Dorchester ave on Monday evening, July 13th, to complete plans for an outing of the club at Cohasset on July 16th. This promises to be an outstanding event.

A delegation of members plan to attend the Board of Trade outing.

A permanent meeting place and a program for each meeting will be arranged early in the fall.

NO MUNICIPAL BUILDING FOR AT LEAST A YEAR

Mayor Curley Approves Act But Refrains From Putting Order Through

NO VITAL NEED

No municipal building will be built in Dorchester, either at Franklin Field or at Fields Corner, at least until 1932.

Mayor Curley settled the question of a municipal building in Dorchester definitely on Friday when he "approved" the city council's order accepting the legislative act authorizing the construction of municipal buildings in Dorchester and one in Charlestown. But the Mayor's "approval" means absolutely nothing for the Mayor stated that though he approved the legislation and the city council order he will not direct the construction of any one of the three buildings until the next year at the earliest.

The legislature, acting upon the petitions of Dorchester members, enacted legislation permitting the city to expend $500,000 for two municipal buildings in Dorchester, one to be located at Franklin Field, the other at Fields Corner.

Mayor Curley expressed himself as convinced that municipal buildings are not vitally needed and that no real harm will result from holding back for a year at least.

City Councillors and legislators and various organizations seeking the buildings will continue their efforts toward securing them.

QUINCY PATRIOT-LEDGER 7/9/31

4 Rotary Clubs to Hear Curley At Joint Meet Next T[illegible]day

JAMES M. CURLEY

Photo by Rice

ERMANO BASILIO

Mayor James M. Curley of Boston will be the guest speaker before the Quincy and its guest Rotary clubs when a joint meeting will be held at the Wollaston Golf club, Montclair, next T[illegible].

Braintree, Weymouth and Randolph-Holbrook chapters of Rotary will be guests of Quincy chapter on the occasion. The program is in charge of Allan White.

These announcements were made Tuesday afternoon at the regular meeting of the Quincy members in their clubrooms in the Cliveden building, Quincy Sq. Annual reports of the committees were read. A lengthy and interesting report was delivered by James N. Muir, superintendent of the Quincy schools and the chairman of the Rotary Student and Loan trustees committee. He fully pointed out several Quincy boys who had been sent to college through the aid of the plan, which actually is a loan to be paid back to the club by the beneficiaries. He also suggested that the chapter sponsor three socials during the coming year to raise funds for this purpose. Supt. Muir was presented by Robert E. Foy, Jr.

Guests at Tuesday's meeting comprised Ermanno Basilio, recent Massachusetts Institute of Technology graduate, who spoke briefly; Cecil Clark, a Rotarian who announced that the 34th Rotary district would hold the annual fall conclave in Poland Springs, Me., from October 1 to 7; Atty. Heslip E. Sutherland, a guest of Senator John D. Mackay, and visiting Rotarians Arthur Cole of Somerville, George H. Eggleton and Shelley A. Neal, both of Braintree.

Arthur McGilvary gave a description of the program being planned for the coming year, and the announcement was made that the new roster of the chapter, containing pictures of all members, would be at hand next week.

SPRINGFIELD REP 7/10/31

Boston's Gift to Boston

Boston, Eng., which recently entertained Mayor Curley of Boston, U. S. A.—or the Boston, U. S. A., since there are really 11 others—received on Wednesday another visitor from the Massachusetts city. In this reception not only the government and people of Boston took part but the archbishop of Canterbury as well. For the American visitor, Walter R. Whiting of Hingham, representing Allan Forbes, the Boston banker, carried with him a check for $57,255, the gift of American Bostonians to pay for the restoration of Boston Stump, as the famous tower of Boston's ancient parish church is called.

In 1857 a subscription from the Massachusetts Boston enabled the parish of Boston, Eng., to restore the chapel of their ancient church. Last year, when the link between the two Bostons was emphasized as never before by Mayor Salter's participation in the Massachusetts Bay tercentenary, there was again a chance to give financial expression to the historic sentiment and active good will in which the two Bostons are joined.

The English Boston, having raised about $100,000 for repairs on its 14th century church, appealed to the American Boston for subscriptions that would insure the preservation of the tower, which was in a state of structural decay that threatened ultimate collapse. A committee organized by Allan French raised the money, most of which was subscribed privately, though the subscription was thrown open to the public in order that all who desired might share in the preservation. The English Boston has a population about equal to that of Westfield and is not considered a rich town.

American wealth, which has revealed its power somewhat unpleasantly by snatching cherished buildings from English soil and transplanting them to the estates of millionaires in this country, has also shared in the preservation of English antiquities for the benefit of the nation which gave them birth. J. P. Morgan a year ago made it possible for the English people to retain possession, in the Bodleian library, of two ancient illuminated volumes which are among the world's choicest rarities from the collector's point of view.

A fund known as the Pilgrim trust has since been established by Edward S. Harkness to assist England in cultural and educational undertakings, and a grant from the trustees of this fund recently completed the sum being raised by subscription to insure the preservation of Durham castle and cathedral.

Occasions for such aid will multiply as time works decay in ancient monuments treasured by English and Americans alike. An appeal for $75,000 has just been issued in behalf of Bow church, Cheapside, one of Wren's London churches, and especially familiar because of the old saying that the true Cockney is born within the sound of "Bow bells," as its chimes, silent for five years now, are known in London lore.

LAWRENCE EAGLE 7/1/31

HULTMAN THINKS CURLEY CHARGES OF GRAFT FALSE

Says "Loose Charges" Affect Good Name and Reputation of Boston Seriously; Row Over Parking

Boston, July 3—An open break between Mayor Curley and Police Commissioner Hultman at this morning's meeting of the traffic commission was clearly in evidence last night, when the police commissioner issued a statement replying to the mayor's declaration expressing his dissatisfaction with police enforcement of the traffic regulations.

Commissioner Hultman branded the mayor's charges of graft in the police department as "loose" and strongly intimated they were false.

In the course of his statement he said:

Other loose charges attributed to his honor, the mayor affect the good name and reputation of Boston so seriously that I cannot be a party to further circulating them, but I will fully discuss them at the traffic commission meeting tomorrow morning.

Whenever any facts are presented that can be substantiated in regard to graft or malefeasance in the police department I am prepared to act.

The specific remark of the mayor's to which he had reference was that the mayor was anxious to remove "one of the most prolific sources of graft" by bringing about the enforcement of a regulation which will allow motorists to park for a period of 12 hours on one side street.

"It would surely reduce the number of court cases arising from violations of parking rules and it would give persons who desire to stop in Boston stores a chance to do so. It would eliminate the opportunity to buy parking privileges from policemen," the mayor said.

Mayor Curley's complaint against the police department, as he expressed it yesterday, was that the department has been lax in enforcing traffic regulations. He had pointed to cars parked in double lines in Province street to support his allegation. He said he will also suggest to the traffic commission the advisability of immediate revocation of all regulations which prohibit operation of motor trucks on certain streets.

SALEM NEWS 7/3/31

EXTENSION OF HUB AIRPORT DEFERRED

Development of Governor's Island Has Been Given Up by Mayor Curley

BOSTON, July 6 (AP)—Development of Governor's island as an extension of the East Boston airport was indefinitely postponed by Mayor James M. Curley today. He said the city of Boston was unable at present to complete satisfactory negotiations with the federal government.

"In view of the demands made by the government", the mayor said, "I believe it inadvisable to consider the extension of the airport to include Governor's island until such time as government officials can tell us what portion of the cost they are willing to assume."

"We will start right away to reclaim the state flats and this will give us an airport with an area of 13,000,000 square feet in about six months, the largest airport in the world and the best."

The mayor directed William P. Long, chairman of the park commission to restrict a proposed $1,250,000 development to about $700,000, saving the remainder for use in the event the federal government and the city come to terms.

WESTFIELD HERALD 7/10/31

CUTTINGS

A BAY STATE SCHISM

(From the Providence Journal)

As was recently forecast, a serious Democratic schism is now apparent in Massachusetts, with one faction aligned in favor of Gov Roosevelt for President and the other supporting the possible candidacy of ex-Gov Smith.

It may be that the ex-governor does not seriously intend to be a candidate again, but he has not yet publicly announced himself to that effect. Probably he is as conscious as anybody of the difficulties that would lie between his nomination and election, and conceivably he expects to have the role not of candidate in the next convention, but of dictator. With the two-thirds rule in force he could swing a powerful influence for or against any aspirant, even if it should prove impracticable or undesirable to land the prize for himself. Mr Bryan played a similar part in Baltimore in 1912, when he threw his strength to Woodrow Wilson at the expense of Champ Clark.

Anyway, a Smith-for-President league has been organized in Massachusetts, despite Col House's recent visit there in the interests of the Roosevelt campaign, and despite also Mayor Curley's preference for the New York governor. The two Massachusetts senators are for Smith, and it is evident that the next few months will witness some animated skirmishes on the part of the two factions. The band will please strike up that good old tune: "The Battle for the Delegates."

QUINCY NEWS 7/11/31

Mayor Curley's Son In Weymouth Track Event

Signal honor is being bestowed on the track carnival of the George H. Mealy A. L. band at South Weymouth fair grounds, today, with the entry of Paul Curley, son of James M. Curley, mayor of Boston, in the 440 yards race. Young Curley, like his father, is an enthusiastic sport lover, and is choosing South Weymouth to make his debut as a member of the Blue Hill A. C.

WAREHAM COURIER 7/3/31

Onset

Mayor Curley and family of Boston attended the services at the St. Mary's R. C. Church Sunday morning, at Point Independence.

PORTLAND PRESS HERALD 7/5/31

BOSTON tried humor the other day in an effort to hurry up Government action on its postoffice. Mayor Curley of Boston wrote to Postmaster General Brown asking permission to park the Boston cow on the foundation of the new postoffice. He said so little work had been done there that pasturing of the cow would not delay construction. The Boston project is another one of the pet bete noirs of the Government. Part of the delay there has been the determination of Boston to get a postoffice built of New England granite. And this irrisistible force met the immovable object of insufficient appropriation to pay for granite.

Anyway, Postmaster General Brown wrote a nice letter to Curley explaining the delay and then couldn't resist ending the letter with this paragraph:

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull."

SALEM NEWS 7/7/31

Doings of the Day

MASSACHUSETTS

Mayor Curley's signature yesterday to the council's order restraining dogs within the city for the period of 90 days made Boston the 26th Massachusetts community to take such action in an effort to check an increase of rabies revealed by statistics recently made public by the state department of public health. Other cities and towns that have already taken similar action include Franklin, Swampscott, Lawrence, Stoneham, Wakefield, Winthrop, Cambridge, Watertown, Waltham, Newton, Hingham, Stoughton, Taunton, New Bedford, Hopkinton, Shrewsbury, Clinton, Ludlow, New Salem, Irving, Greenfield, West Springfield, Becket, Pittsfield and Framingham, ranging in periods from 60 to 90 days.

LYNN ITEM 7/9/31

NOT IN POLITICS IS ATTWILL'S ONLY COMMENT

Lynn Chairman of Utilities Board Replies to Curley's Criticism.

Mayor James M. Curley's criticism of the refusal of the State public utilities commission to cancel the 50 cents monthly service charge imposed by the Boston Consolidated Gas company yesterday received a brief answer from Chairman Henry C. Attwill of the commission. The Lynn man's reply to the Boston mayor's charge that the commission was only considering the gas company was: "I am not in politics."

The Boston mayor sponsored a petition which would have wiped out the service charge. After the petition was denied by the utilities commission, Mayor Curley instructed Corporation Counsel Silverman of Boston to appeal to the State supreme court.

SALEM NEWS 7/7/31

BITTER ATTACK ON HUB'S MAYOR AT SCHOOL BOARD

Curley Was Just as Vigorously Defended; Dr. Lyons Claims Girls at High School Accosted by Men

Although his name was not mentioned, Mayor Curley was the subject of bitter attack and vigorous defence at a special meeting of the Boston school committee last night. The principal developments were as follows:

1—Indication by the committee on a test vote that it will leave unappropriated $932,500 of the $1,341,000 available by statutory levy for school construction in 1931, a saving of 42 cents on the tax rate.

2—Agreement to accept a recommendation of Business Manager Alexander M. Sullivan to leave unappropriated $454,000, a sum which he sliced from the fund for general school purposes. This represents approximately 25 cents on the tax rate.

3—Decision to confer with the commissioners of school buildings relative to the proposal to build the new girls' High school on the present site, although two members desire it built at Worthington street, where land and plans are available.

4—Passage of a school budget for 1931 of $15,959,856, to which must be added $1,795,512 for school alterations and repairs, a total of $17,755,369 for all school purposes except new construction, which will probably be more than $2,000,000 this year.

5—A disclosure that Mrs. Elizabeth W. Pigeon of the committee after an intensive study of schools in Boston had originated a plan which would, by building a new public Latin school and transferring students of five High schools, provide ample accommodations for all six High school populations.

6—A charge by Dr. Joseph V. Lyons of the committee, that "police officials as well as school authorities well know" that girls at the Girls' High school in the South End are "being accosted and ever chased" by disreputable men, and that the present location is "unwholesome."

7—A prediction by Chairman Joseph J. Hurley that, because of stationary valuations, increased costs of city departments and drop in revenues, the "tax rate will be increased $5 or $6 this year."

Dr. Lyons led the attack on Mayor Curley.

SALEM NEWS 7/7/31

EXTENSION OF BOSTON AIRPORT NOW SHELVED

Curley Refuses to Accede to Demands of War Dept.; Considers Them Imposition on the City

The proposed extension of the East Boston airport to include Governor's island was definitely abandoned by Mayor Curley yesterday. His refusal to accede to demands of the war department, transmitted by Maj.-Gen. Fox Conner, and regarded by the mayor as an imposition on the city, forced the decision to confine the airport development to the reclamation of flat lands to provide a landing field of 300 acres, and to construction of a hydroplane ramp.

The revised plans entailing an estimated expenditure of $700,000 for work to be done by contract, and which will begin in 30 days and be completed within six months will assure Boston of an airport meriting the class A1A rating of the department of commerce.

In announcing abandonment of the pretentious proposal to level Governor's island and to link it with the airport, Mayor Curley said:

"The demands of the federal government make it inadvisable further to consider the extension of the airport to include Governor's island until such time as the government tells what portion of the cost it is willing to assume."

The curtailment of the proposed extension will limit the expenditure necessary to a sum for below the contemplated outlay of $1,250,000 which the city council authorized last week, after a bitter controversy. During the debate it was charged that the consummation of a lease of the island had been blocked by the insistence of the war department that the city must not only erect hangars and a mooring mast for dirigibles but must specifically agree to return control of the island to the department whenever the secretary of war deemed that need existed for such action.

The city will now proceed to reclaim all of the flats owned by the commonwealth to the north and east of the airport, and will extend the landing field to a point within 500 feet of Governor's island and 150 feet from the World War Memorial park.

Mayor Curley declared that the enlargement of the field from 67.70 acres to approximately 300 acres will provide Boston with the largest airplane landing field in the world.

Abandonment of the Governor's island plan, to further which Mayor Curley directly appealed to President Hoover and congress last year, with the result that congressional authorization of the transfer of the asland to the city was speedily made, created no surprise among the observors of the secret, but futile negotiations between the city and the war department for the past four months.

QUINCY PATRIOT-LEDGER
7/8/31

DEMOCRATS IN 1932

(Boston Transcript)

Local politicians will watch narrowly to observe the future jockeying between Mayor Curley and Senator David I. Walsh as to which of these two gentlemen will emerge from the political maelstrom with the greater prestige—said prestige depending very largely on which picks the winner in the contest for the Democratic presidential nomination. A boomlet Mayor Curley as the vice presidential candidate was started the other day, and was promptly followed by an intimation, perhaps with no foundation whatever, that Mr. Walsh also would like to be the running mate of the Democratic nominee, whoever he may be. Then Mayor Curley, returning from Europe, came out flatfooted for Franklin D. Roosevelt for President, while about the same time came a mystical message from the House luncheon that Senator Walsh was also of the same mind, except that he would like to know first whether Alfred E. Smith will be in the running.

Massachusetts, deep in her Democratic heart, probably is more genuinely for Smith than for any other candidate. Nor is it at all to be taken for granted that Governor Smith has eliminated himself from consideration as the Democratic candidate, notwithstanding the repudiation of his candidacy by four Southern states which never had voted the Republican ticket before. No man who has come within eyeshot of the White House, or even a presidential nomination, ever voluntarily eliminates himself as a possible candidate, as witness Borah, Pinchot, and half a dozen other Republican worthies. Inasmuch as the Democratic party is cooly taking it for granted that its candidate will be elected in 1932 it would be an unwise politician who, knowing how ardently Chairman Raskob, to whom the party owes about $600,000, desires the nomination of Smith, would infer that this ambition has not at least the tacit sympathy of the ex-governor. For practical purposes, therefore, it will not be good politics to account Governor Smith as out of the running, notwithstanding the well-nigh unanimous opinion two years ago that he was "through," and knew he was through.

Governor Albert C. Ritchie of Maryland has a host of friends in this state, but they have not been especially vocal, perhaps because they think their time has not yet come. He is actively a candidate for the nomination, he represents a brand of Democracy which is becoming increasingly rare, viz., that which places the integrity of the states above everything, and Ritchie clubs are being formed in many parts of the country. But the Maryland governor seems more than likely to play the game of 1928 and not to make himself obnoxious to any of the other candidates until it appears reasonably certain that none of them can win. Besides, politicians may like a candidate immensely and wish he could sit in the White House, while their influence may be thrown for others who apparently are more likely to get the nomination. What the situation requires now, or will very soon, is some candidate of such band-wagon quality that all the rest will step aside for him, and as Governor Roosevelt has not yet even remarked that he is a candidate, no one is pre-eminent at the present time. As for Mayor Curley and Senator Walsh, their state will remain curious to know which is the better guesser.

THE MONITOR
AURORA MO 7/27/31

Boston Mayor, Not Italy's King, Who Tamed Duce

Papers All Wrong According to Story In Boston Herald on Mayor's Return

A press dispatch which we quote elsewhere in this issue rather credits the King of Italy with representations to Mussolini which were supposed to have brought about a material softening of his attitude. But the press is all wrong. It was none other than the Irish Catholic Mayor Curley of Boston who should be crowned with the golden garter and presented with in stiletto for this subtle bit of diplomacy.

You see the Mayor was in Rome at just the auspicious moment when a man of his tact and experience in vexatious public affairs would come in handiest. And as an official of an American city, he, of course, spoke with no lack of authority. In fact Francis J. Spellman, of Whitman, who is a secret chamberlain to the pope, informed the pontiff of the mayor's intentions and the plan was tacitly approved. Even though Mrs. Curley died after her apparent rally following a visit to Priest Power's grave at Malden "Shrine" the mayor hasn't lost faith in the pope or the power of the Boston mayor and so he just butted in as every good Knight of Columbus really wanted the President to do. The mayor, however, was more effective. And as proof we have the word of Edmund Dolan, Boston's city treasurer, who was along, and Italian settlement in an interview he and the mayor "reluctantly" gave Jimmie Goggin for the Boston Herald. We just want to quote three paragraphs from that remarkable story which started on page one of the June 12th edition and was good for a two-column head over the carry over.

Read and be convinced:

The mayor was loath to admit that he had deliberately injected himself into the controversy, but his arrival in Rome at a psychological time impelled him to say during his conferecence with Mussolini:

"The Italian Government, by estoppage of the mad march of communism and by saving Christianity has made a character of contribution that has won the respect of the entire world and as Mussolini had recommended settlement of the trouble which had existed between the Vatican and the government for 60 years, thereby winning the admiration and good will of all Catholics, it was impossible to conceive of any good reason why the pending difference should not be considered a mere trifle and one that in no way justified permanent injury to the Italian government."

Eucharistic Congress

"I emphasized, too," said the mayor last night, "that it is expected that 500,000 will atend the Eucharistic Congress in Ireland in 1932 and that 20 per cent of this number can surely be expected to visit Rome, thereby adding upwards of $100,000,000 to the revenue of Italy from tourists. I remarked also that if the trouble between the government and the Vatican should not be settled, it was very probable that Italy would lose this revenue."

Dolan then butted in, not to claim, but to imply, that the mayor was entirely too modest and to record that next day the first step was taken by Mussolini to bring about a settlement.

If a Catholic mayor from Boston could perform like that what do you suppose could be done with a Roman Catholic for president?

BURLINGTON FREE PRESS VT
Conta 7/6/31

It looked at one time as though Governor Roosevelt of New York would be nominated for the Presidency of the United States by the Democratic National Convention in 1932, with "Al" Smith as one of the bridesmaids. Since we then consulted the political horoscope, however, the position and relation of the Democratic stars have completely changed The "Big Dipper" has resolved itself into a strainer. Even the "Milky Way" of Democracy's heavens has taken on a reddish tinge, suggesting the possibility that the advent of Senator Jim Ham, Lewis's Chicagoesque pink whiskers may have helped to change that lacteal path into a real Aurora Borealis.

There was a time when every devout Democrat bowed the knee at the voice of Colonel House. When he issued his ukase to the effect that Governor Franklin D. Roosevelt was selected by the book of Wilsonian Fates to be Democracy's standard bearer in 1932, it was naturally expected that the faithful would again bump their respective heads to the ground or on whatever happened to be handy for that means of Oriental religious assent.

Mayor Curley of Boston, who had been supporting Owen Young of the General Electric Company for the nomination, at once fell into line and declared he was ready to follow the House lead. He was so enthusiastic he forgot that the technical leader of Democracy resides in New York and not in the Hub. He called upon ex-Governor Smith to declare himself in favor of Roosevelt for the Presidency. When that leader refused to obey, a newspaper man of an inquiring turn of mind asked Smith if he had heard. "Al" replied in the affirmative, but he did not chose to talk on that subject.

A host of Massachusetts Democrats followed the example of the Boston Mayor, and came out for Roosevelt. Since that time a number of Democrats in Bay State have had the temerity, if not effrontery, to form a "Smith for President Club," and it is even said to be growing despite the dry spell through which the country has been passing.

As a result of these and other untoward developments House has gone into one of his periodical eclipses. Roosevelt is again devoting himself assiduously to the St. Lawrence Power project which is as far away as he can possibly get from Tammanydom, and the rest of the Democratic country is as anxiously seeking the identity of the next candidate as are the Vermont Democrats.

The arrival of this twilight zone of presidential uncertainty about the Democratic camp has started the usual accompaniments of the advent of dusk. Rival candidates have begun a real game of hide and seek, and things are being done.

The supporters of Senator Joseph T. Robinson of Arkansas, who was Smith's running mate, or who also ran, in 1932, are now said to be resting their hopes on the possible "elimination of Roosevelt by Smith's candidacy."

This, being interpreted, means that Robinson and his supporters regard Smith as a candidate at this time. They would not say it directly but that is what they in effect say indirectly.

That interpretation would fit in smoothly with "Al's" refusal to talk when the Boston leader demanded that he come out for Roosevelt. Of course "Al" may simply have decided that as the real leader of the party he would not be led, but his articles now being syndicated in the press sound like a candidacy. Among other things he speaks of "my leadership of the Democratic party which came to me by virtue of my nomination to the Presidency in 1928." He admits he is the leader so proof is unnecessary.

Cont'd

BURLINGTON VT. FREE PRESS
7/6/31

GAME OF RIVAL CANDIDATES IN DEMOCRACY CAMP

Our position as foster father journalistic of the Vermont Democracy is embarrassing betimes. When things are all one way, when the craft is sailing squarely before the breeze just smacking, it is rare fun to drive.

When a number of rivals are clamoring with fists for the position of steersman and Vermont Democrats are asking us which candidate to favor, then we are "up a stump." If we were asked who will be the Republican candidate, or who will win the election, the answer would be easy. You or any other intelligent reader can name Hoover and feel you are speaking of a sure thing.

In the Democratic camp however, all is at sea, if not at sixes and sevens. Vermont Democrats are wont to know whereof they speak and to speak whereof they know. They are unlike their fellow Democrats of most other States, especially in a presidential election, who like to let the Republicans lead off and then profit by the mistakes of the other party.

We suppose there is no group of men anywhere who could solve so many of the ills and problems of the American body politic, if they had a chance, as the Vermont Democrats. We admit they have had an excellent leadership.

If Vermont Democracy had been in the saddle, the tariff act would have had schedules neither too high nor too low. In that case there would have been no unemployment, and no deficit in the Federal treasury.

The party has gone on and off ever since the close of the Civil War telling how things should be done in Vermont, and not infrequently solving problems for Uncle Sam, but nobody would listen.

We might follow a distinguished precedent and talk against time in this way for a whole column, dodging entirely the question about rival candidates and which one the Vermont Democracy should favor. We shall not beat about the bush, however, but strike the chief blow at once.

The Vermont Democracy should favor the candidate who will win the nomination. We challenge any Democrat in these green hills or lovely valleys to say to the contrary.

When it comes to being more specific, we plead distinguished precedent. John J. Raskob, when charged with having a mortgage on the Democratic party of the United States, insisted that he did not propose to dictate to the party as regards a presidential nomination.

When ex-Governor Alfred E. Smith, who now admits he is leader of the party by virtue of his nomination for the presidency in 1928, was asked whether he favored the nomination of Governor Roosevelt of New York, he maintained a silence as profound as it was eloquent.

Chairman Shouse of the Democratic National Committee aboslutely declines to take the public into his confidence and say who will be the next Democratic standard bearer, although he of course knows without question.

All these things and persons and others being so, why should we run the risk of dictating to the Vermont Democracy and tell it whom to support for the Presidency a year from last June? If Raskob and Smith and Shouse refuse to plead, we know of no reason why we should. Our personal safety is as much to us as is theirs to them, if not more so. We have not had a chance to "hold the bag" in a campaign. We have everything to lose and nothing to gain by being a real journalistic father to chickens that refuse to follow us into the water after being hatched.

Pittsfield Eagle 7/6/31

OFFICIAL REPARTEE

(Waterbury Republican)

It seems that Mayor James M. Curley of Boston wrote to Postmaster-General Brown with respect to delay in construction of a new postoffice on a $6,000,000 tract of land in downtown Boston. The mayor evidently feels deeply on the subject for in the course of his communication he asked permission to graze a cow on the idle property. The postmaster-general replied at length with official restraint until his last paragraph. In that he said: "Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the postoffice department should not be required to do more than put up with your bull."

This is good. This is a move by Washington in the right direction. We have long deplored the heavy formality of Washington official utterances. They are commonly long, cold, leaden slabs of language, forbidding both to the eye and to the intellect. Humor, irony, sarcasm, wit, satire—these are so foreign to them that one might think the graces of cerebration were prohibited by law from use in official statements. In short, the Washington official's voice is commonly a voice from the tomb. But Postmaster-General Brown has dared to let a shaft of sunshine into his letter to Mayor Curley.

Springfield Rep. 7/6/31

A Bay State Schism.

From the Providence Journal.

As was recently forecast, a serious Democratic schism is now apparent in Massachusetts, with one faction aligned in favor of Gov. Roosevelt for President and the other supporting the possible candidacy of former-Gov. Smith.

It may be that the former Governor does not seriously intend to be a candidate again, but he has not yet publicly announced himself to that effect. Probably he is as conscious as anybody of the difficulties that would lie between his nomination and election, and conceivably he expects to have the role not of candidate in the next convention but of dictator. With the two-thirds rule in force he could swing a powerful influence for or against any aspirant, even if it should prove impracticable or undesirable to land the prize for himself. Mr. Bryan played a similar part in Baltimore in 1912, when he threw his strength to Woodrow Wilson at the expense of Champ Clark.

Anyway, a Smith-for-President league has been organized in Massachusetts, despite Col. House's recent visit there in the interests of the Roosevelt campaign, and despite also Mayor Curley's preference for the New York Governor. The two Massachusetts Senators are for Smith, and it is evident that the next few months will witness some animated skirmishing on the part of the two factions. The band will please strike up that good old tune: "The Battle for the Delegates."

Lawrence Tribune 7/7/31

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"We will start right away to reclaim the state flats and this will give us an airport with an area of 13,000,000 square feet in about six months, the largest airport in the world and the best."

The mayor directed William P. Long, chairman of the park commission to restrict a proposed $1,250,000 development to about $700,000, saving the remainder for use in the event the federal government and the city come to terms.

Lowell Courier-Citizen 7/8/31

CURLEY ORDERS GAS CHARGE TO COURT

Boston Mayor Contends Monthly Service Tax Is Illegal and Arbitrary Imposition.

BOSTON, July 7 (AP)—Mayor Curley tonight directed Corporation Counsel Samuel Silverman to carry to the Supreme court the city's fight to compel the Boston Consolidated Gas Co to abolish its monthly service charge of 50 cents to each consumer.

The action is an appeal from the recent adverse decision of the State Public Utilities commission, and if successful would mean a refund of $3,000,000 to consumers, the mayor said.

He contended that under the law, enacted in 1927, gas companies had no legal authority to enforce a service charge, which he branded as "an arbitrary imposition authorized by the Department of Public Utilities."

Worcester Post 7/6/31

Mayor Curley Orders Dogs Curbed Subject To Council's Action

BOSTON, July 6 (AP)—Subject to approval by the City Council, Mayor James M. Curley today issued an order restraining all dogs within the city of Boston for a period of 90 days. A request that dogs be muzzled or tied was made by Dr. Francis X. Mahoney, health commissioner, who told the mayor more than 100 persons were bitten during the past year in this city and that 11 of the dogs had rabies. The state Health Department has suggested that all communities take similar action.

Worcester Telegram 7/8/31

CURLEY CARRIES GAS FIGHT UPWARD

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Lowell Courier-Citizen 7/1[illegible]/31

BOSTON AIRPORT EXTENSION OFF

Curley Postpones Governor's Island Development—Federal Aid Needed.

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WORCESTER TELEGRAM 1/5/31 SPRINGFIELD UNION 7/2/31

Frigate Constitution Again Becomes Part of Country's Armed Forces

"Old Ironsides," Reconstructed, Is Formally Commissioned by Navy at Boston; Leaves Today, Towed by Tug, on Tour of Eastern Seaports.

BOSTON, July 1—(AP) As cannon boomed and new bunting was flung to the breeze, the most famous of all American war vessels, the frigate Constitution rejoined the country's armed forces today.

Officials of state, city and nation joined in tribute to the gallant ship and the clergy added words of praise and prayers for the ship and nation.

Speechmaking was from a canopied platform a little removed from the Constitution's stern, as she lay moored in a navy yard slip. The actual recommissioning of the Constitution, in which she was given over to the command of Comdr. Louis J. Gulliver, was held on the quarter deck.

Twenty-one guns blasted forth the message that the Constitution was again ready for sea as her ensign fluttered up a halyard to the peak of the gaff. Then her commission pennant, a long ribbon like piece of bunting, climbed to the top of the lofty mainmast. A bo'sn's pipe shrilled and the notables and invited guests went over the side, leaving "Old Ironsides" to prepare for her first venture out on the seas in 34 years. She will leave tomorrow, under tow of the naval tug Grebe for Portsmouth, N. H., her first call on a tour of Eastern seaports.

Among the participants in today's ceremonies were two former members of the Constitution's crew, William D. Plumb of Patterson, N. J., 69, a quarter gunner in 1888, and James M. Lewis, 81, of East Boston, who served in her from 1877 to 1881. Plumb will sail on her tomorrow.

Lieut. John A. Lord, last naval constructor of wooden ships in the service, heard many words of praise. He had charge of reconstructing the 133-year-old vessell and placing her again in a seaworthy condition.

She is stanch enough to voyage under her own canvas, but this cannot be done. She now has a crew of but 85, compared to the 450 who manned her when she was an important part in the country's first line of defense. She wears but two pieces of canvas, a very small fraction of her great suit of sail, but in an emergency they might prove of value to steady her.

Chaplain E. W. Scott, U. S. N., opened the ceremonies with prayer. He asked the Almighty to preserve the Constitution's crew from the dangers of the sea and the violence of the enemy. Rear Admiral Philip Andrews, retired, commandant of the Boston Navy Yard while much of the reconstruction work was done, made a plea for loyalty and patriotism. He was followed by Mayor James M. Curley of Boston, who brought laughter and applause from the hundreds gathered about the recreation field when he said apprehension caused by decimation of the Army, Navy and Marine Corps could be allayed now that the "grand old warship" was again in commission.

Senator Marcus Coolidge brought more applause when he said, "May she always float and be an inspiration to generations to come, of courage patriotism and loyalty."

Gov. Joseph B. Ely, after outlining the ship's glorious history, repeated the lines: "Our hearts, our hopes, our prayers, our tears, are all with thee."

WINCHENDON COURIER 7/2/31

The Boston postoffice controversy bewteen Mayor Curley and Postmaster General Brown has furnished a lot of light on just how close a contact the head of the Postoffice Department at Washington keeps with the various projects under his supervision. A matter of a six million dollar building is evidently of no very great importance.

Facts About a Fight

The passage between the representative from Stoneham and the lieutenant-governor is party politics. It does not in any degree or manner alter the present political situation. That situation is that the lieutenant-governor stands as the titular leader of his party in the state by virtue of occupying the highest elective office held by his party; and he must so stand as leader until some other Republican manifests both a desire and an ability to assume that leadership. This would be so whoever happened to be the lieutenant-governor. It has nothing to do with the personality of Mr. Youngman. Throwing bricks at the lieutenant-governor will not change the fact.

The governor appears to be sailing along reasonably smooth currents. His appointment of one of his secretaries, Mr. Ryan, to be registrar of motor vehicles, went through, riding easily over whatever opposition there might have been. The governor has a way with him.

We have already spoken of the governor's whimsicality. He gave another indication of it in his remarks to the pharmacists when he said, in noting the organization's 50 years of peace, that he wished the Democratic party might do as well. When the Democratic party stops fighting in its own ranks it won't be the Democratic party.

Yet there seems less disorder in the Democratic ranks than in the Republican, just at the moment. Efforts to suggest a row between the Democratic state committee chairman and the party sachem, Mr. Coakley, brought an almost passionate denial of any such thing from the eloquent Mr. Coakley. The threatened candidacy of Mayor Curley against Mr. Ely for the governorship nomination makes no headway that is discernible to the public. The Democratic party is sailing on suspiciously smooth seas. It's a bad sign for the Democrats.

The governor has even received another nomination for the presidency, this time from Congressman Connery. Let prophets, etc., make what they can from the fact that Mr. Ely is "mentioned" for the top of the national ticket, and Mr. Curley is "mentioned" for second place.

All we want to see now is agitation for a ticket of Ely and Curley.

Then we want to see a Republican offer of Coolidge and Fuller.

Then we'll know that the summer is here.

Worcester Telegram 7/5/31

Roosevelt and Smith Leagues Formed—But Latter's "a Somerville Political Row"—Youngman and Standish in Tiff—State G. O. P. Has Inspiring Meeting—Will Curley Run for Governor?

By JAMES H. GUILFOYLE

BOSTON, July 4.—The Schmeling-Stribling doings out Cleveland way seems to have provoked a pugilistic attitude in the political arena the past week. First the supporters of Gov. Franklin D. Roosevelt and Former Gov. Alfred E. Smith formed opposing leagues in preparation for the big presidential bout next June and then Rep. Lemuel W. Standish of Stoneham and Lieut.-Gov. William Sterling Youngman engaged in a no-decision contest of short duration.

But along with these encounters came rumors of even bigger battles to come with Mayor Curley pitted against Governor Ely for the Democratic nomination for governor and former state treasurer John W. Haigis of Greenfield and former Gov. Alvan T. Fuller as possible contenders if the Republican contest for the gubernatorial nomination becomes a battle royal.

Both the Roosevelt-Smith and the Standish-Youngman contests can be dismissed as much ado about nothing. The Curley for governor rumor is becoming more disturbing to the supporters of Governor Ely, and it is no secret that the activities of both Mr. Haigis and Mr. Fuller will be watched with interest if they display any real interest in the coming campaign.

Ignore Leagues

The real Democratic leaders have taken little notice of either the Roosevelt for president league or the Smith league, but the situation developed by their organization has caused some exasperation. The Bay State leaders are agreed that if Governor Smith wants the Massachusetts delegates he can have them and if he doesn't become a candidate for renomination then the Bay State will be for Roosevelt. They think that this is understood by the men associated with the opposing league and that their organization forbodes some ulterior motive.

The real party leaders such as Senator David I. Walsh, Gov. Ely, Senator Marcus A. Coolidge and Chairman Frank J. Donahue of the state committee have never felt, if the truth be known, that there was any point in Gov. Roosevelt having a coming out party at the home of Col. Edward M. House at Manchester-by-the-Sea, because it didn't and couldn't change the situation.

The exasperation comes from the fact that the Roosevelt and Smith organization with their present leadership may be used for local political purposes and stir up a lot of unnecessary trouble. Already the local political significance of the two committees is apparent. The Roosevelt committee is headed by Mayor John J. Murphy of Somerville, who plans to seek re-election and the Smith committee by Arthur D. Healey of Somerville who plans to oppose him.

A man high in the party councils summed up the situation very neatly this week when he was asked his opinion of the effect of the formation of a Smith league.

"That isn't a Smith league," he replied. "That's a Somerville political fight."

And that's about the story for outside of the Boston area few of the men associated with either league are known. It seems plausible that if either Roosevelt or Smith was very much concerned with the chances in the Bay state, leaders who have state-wide reputations would head their organizations.

See Trouble Ahead

That gives rise to the fear that the organizations will be used to settle the Somerville mayoralty and that incidentally this may create unnecessary trouble in the ranks of Democracy. As an illustration some of the rabid Smith supporters, and they are legion in Massachusetts, who do not know the inside of the situation very much resent activity for Roosevelt at this time, and he is not as strong with them as he was previously.

Then, too, there may come some embarrasment to the Democratic party in the gubernatorial race if the situation becomes such that they are forced to participate in any early activity. Governor Ely certainly won't declare for Roosevelt until Smith is out of it and there are all sorts of disturbing possibilities in the reaction in the event that Roosevelt is the eventual nominee.

Mayor Curley, on the other hand, is outspoken for Roosevelt. Since he has gotten over his temporary infatuation with the candidacy of Owen D. Young he is shouting from the housetops for the New York governor. He has gone further than any of the Roosevelt admirers for he has called upon Smith to at once take himself from the race to release the prospective Massachusetts delegates to Roosevelt.

Just at the present time it is not a very wise political move that the astute Hub mayor has made. His enemies are making the most of it, broadcasting throughout the state that Curley is against Smith and that is hitting the Smith supporters. But should Roosevelt be the candidate and there be a stampede to his candidacy it may prove an asset to Curley as the most vigorous Roosevelt man in the state.

Your correspondent for one has persisted in the belief that Mayor Curley was gifted with too a fine political acumen to dare a contest for the Democratic gubernatorial nomination with Governor Ely. Nearly everyone who has anything to do with politics, with few exceptions, cannot see the logic of the move. Yet the report has grown to immense proportions the past week. There have been stories that already Mr. Curley is raising his campaign fund. The only difficult detail to understand is his motive in opposing a Democratic governor for the usual second term, particularly when he was so thoroughly repudiated at the polls in last year's primaries.

There are a number of political students, however, who declare that Curley stands a good chance of licking Ely. It is an amazing conclusion but they assert the great bulk of Democratic votes is in Boston and his influence as mayor of that city would enable him to more than offset the up country advantage of Mr. Ely. But even that conclusion is shattered by the excellent showing the governor made in Boston in the primaries. Although every governor makes enemies in office through appointments that do not satisfy all there is no indication that Mr. Ely's administration has weakened him with his own party. On the other hand he has made many moves that appear to have strengthened him.

Keeping in Limelight

The very men who declare "Curley can take Ely in the primaries" admit that there would then be slim chance for the Boston mayor to be elected governor because of the resentment he would arouse in his party. But that resentment would be nothing to what he would arouse in the party ranks if he displaced a man who led it to success only to lead it to defeat. It would seems to mark the end of any future political ambitions of Mr. Curley. As your correspondent has explained before he is inclined to the belief that Mr. Curley hasn't any definite future plans but is hoping the lightning may strike him for some higher honor than that of governor. He seems to think one way to accomplish it is to keep in the limelight and he certainly is doing that. He has talked about his European trip on the radio several times recently and has the most busy schedule of any man in public life in the state. Politicians usually have something in mind when they go through such a round of affairs.

Fuller Comeback?

The Standish-Youngman exchange need not disturb the Republican party. There has been ill feeling between the men since controversy arose over the accuracy of Mr. Standish's version of a talk he had with the lieutenant governor to get him to fight Governor Ely's unemployment program. The dispute this week has been given attention only because Mr. Standish in the legislative debates on the Ely program was regarded as the "Fuller spokesman." There was some question if his attack on the lieutenant governor was to pave the way for a Fuller comeback.

Without attempting any discussion of what the lieutenant governor of different political faith than the governor should do in connection with the appointments of the chief executive it is a fact that Representative Standish was entirely repudiated in the stand he took in the Legislature. He attracted very few to his side of the question despite his oratory and the reading of letters from Governor Fuller. If it were not for the fact that he read the Fuller letters he would have been listed as "among those who also spoke in opposition to the governor's program." No particular mark of leadership has ever been conferred upon him by the Legislature and while Mr. Standish is a hard working and conscientious legislator he is not very well known outside of Stoneham.

The mystery of his encounter with the lieutenant governor was that the latter gave the attack sufficient serious notice to answer it. It is one of the big mysteries of politics why men in high public office pay so much attention to minor critics, knowing that any answer they make only provokes further discussion which does not bring benefit to any political party.

Boston Review

7/4/31

LET US HAVE PEACE

It is to be hoped that the glorious Day of Independence, which is today, will not be allowed to pass without a conciliatory and constructive session of the various Democratic leaders in this Commonwealth. It seems that Governor Ely, who lives in Western Massachusetts, where there are comparatively few Democrats, finds it difficult, in appointing men to high office, to satisfy all of the Democrats in Eastern Massachusetts and especially in Boston, where there are more leaders, big, little and less than little, than there are Democrats in the Governor's home town.

If today nothing is done to bring about harmony between or among the embittered and numerous leaders, it will be in order, and as soon as possible for the Governor to call a harmony meeting of the Grade A leaders of his party, to be presided over by him and to settle upon some method of distributing the remaining appointive offices at his disposal without further ill-feeling and threatening. Among those who should be invited to that meeting are Frank J. Donahue, chairman of the Democratic State Committee, who is said to be somewhat out of sorts because of the treatment that his candidates for appointment have received; Mayor Curley, whose position as the only Democrat who threatens to battle Ely for nomination next year entitles him to prime consideration; Daniel H. Coakley, who is Gov. Ely's closest political friend and adviser in Boston; John F. Fitzgerald, whose candidate for registrar of motor vehicles was a victim of rejection, and David I. Walsh, senior United States Senator, who, as usual, has kept out of the unwholesome and unholy bickering, and a few others who usually have their names printed in big block type when announced as speakers at Democratic outings.

If the Democratic party hopes to be in a position next year to repeat what it did in 1928 and in 1930, its leaders will have to get together in greater harmony than at this time seems possible. The fact that Gov. Ely turns down candidates in an almost jovial fashion has not resulted in reciprocal jollity on the part of the Boston leaders.

E. B. Free Press
7/4/31

DEDICATION EXERCISES

Mayor Curley must feel pleased over the warm praise given him at the dedication exercises of the new courthouse on Tuesday. The great things he has done for East Boston make an amazing total. More improvements of lasting value have been given by him than by all the other Mayors together in the long history of the City. As has been said he is remaking the Island.

The expressions of gratitude were from the heart, and no finer tributes have been given a public man in the whole history of East Boston. The people and their leaders made it clear that he has their respect and affection.

Do you realize that Thirty-five Million Dollars is a lot of money to be spent in such a locality as East Boston? Do you also realize that it is a remarkable man who has such foresight and vision? Do you realize that the benefits of these enormous expenditures will be brought to fruition long after Mayor Curley has passed hence? Let those who feel a pain in the nose over it all call on Bill McPherson or Carl Crocker and ask for a soothing ointment.

* * *

BILL FOR THE AIRPORT PASSED

City Council Accepts Legislative Measure For Improvement of The Airport — Donovan Leads the Fight

Brushing aside the opposition of a belligerent minority, the City Council climaxed a debate that lasted more than two hours late Monday by adopting Mayor Curley's request for a loan order of $1,250,000 for the immediate expansion of the East Boston airport.

Armed with endorsements from American Legion groups, patriotic organizations and such air luminaries as Rear-Admiral Byrd and Senator Bingham of Connecticut, Councillor Timothy F. Donovan of East Boston led his colleagues to victory in the fight for a $1,250,000 development in his home sector.

He withstood the drive of Councillor Laurence Curtis, 2d, of the Back Bay, who protested that the administration had utilized the methods of "high pressure salesmanship in bombarding the Council with telegrams, letters and resolutions."

Under plans outlined by the Mayor, the city will expand the present airport by filling in the adjoining mud flats and then level Governor's Island for development into a dirigible mooring station and flying field connected with the main airport.

The airport developed as Mayor Curley plans will place East Boston on the map of the world.

E.B. FREE PRESS 7/4/31

NEW COURTHOUSE

Dedication Exercises Held On Tuesday With Large Gathering Present — Mayor Curley Praised Highly By All The Speakers For The Many Improvements He Has Given East Boston — John P. Englert Presides Over The Ceremonies

The new Courthouse for the East Boston Judicial District was dedicated on Tuesday with fitting ceremonies. A band played in the square in front of the building for a half hour before the exercises began, and fully five thousand people were gathered there. Mayor Curley and his party were greeted with cheers as they arrived shortly before noon.

Judge Joseph H. Barnes, Associate Justices Charles J. Brown and Patrick J. Lane, received the guests in chambers, assisted by Rev. William B. Whalen, pastor of the Holy Redeemer Church, Superintendent of Public Buildings John P. Englert, Congressman John J. Douglass, and President James E. Maguire of the East Boston and Winthrop Bar Association. The reception was in charge of the following committee of the Bar Association, Mr. Samuel Seegal chairman, Gerald J. McCarthy, John A. Canavan, Francis Juggins, and William J. Kelleher. The officers of the court were most efficient in their assistance in carrying out the arrangements.

Mr. John P. Englert, superintendent of public buildings, under whose skillful direction the building was constructed, was the presiding officer, and he performed his duties with fine grace. He first presented the Rev. William B. Whalen, pastor of the Holy Redeemer Church, who offered prayer.

City Councillor T. F. Donovan spoke briefly, thanking Mayor Curley for his abiding interest in East Boston as shown in the improvements which he gave the district.

Congressman John J. Douglass paid a fine tribute to Mayor Curley for his remarkable record in office, and his special kindness to the people of East Boston.

President James E. Maguire of the East Boston and Winthrop Bar Association spoke at some length. He told of the efforts of the members of the Bar Association to secure the new courthouse. He told how Mayor Curley acquired additional land in his last administration; he told of the failure of Mayor Nichols to act; and how Mayor Curley had promised the new courthouse would be one of the first acts of the present administration. The splendid manner in which Mayor Curley had kept his promise was now visible to all. Hereafter, the court's business would be conducted in a proper setting, and the juvenile case would be separated from the adult offenders.

But the courthouse is not all that Mayor Curley has done for the people of East Boston. And this is the time to call the roll of the many improvements he has given the Island. Just acquired, mainly through his efforts, is the shore reservation from Wood Island through the Fourth Section and Orient Heights to the Winthrop line; it is a dream of 30 years realized. It will cost a million dollars, and will be of lasting benefit to the 20,000 children living here. Then there is airport improvement to cost $1,250,000, which will put us on the map of the world. The 16-million dollar tunnel has always had his abiding interest, and he is pushing it rapidly to completion. He will widen Porter street at a cost of $600,000. The High School Alumni Association and its 5,000 members will never forget his assistance in placing the new High School on Eagle Hill, in an unrivalled setting, realizing their hopes of 25 years. The business interests will always remember him for his street improvements, and the white way for the retail section. It would take half an hour to tell all the things Mayor Curley has done for East Boston.

"It is the glory of Mayor Curley that he never forgets the old sections of the city. He has remade this old town and the people here will always remember his ready sympathy, his great kindness to them over many years. They wish him long and happy days to come, and hope for him the highest honors in state and nation."

At the conclusion of his remarks Mr. Maguire was presented with a handsome basket of flowers by the Bar Association.

Associate Justice Patrick J. Lane brought the audience to its feet by his tribute to Judge Barnes. He said the court was a very happy family. He also received great applause when he said that Boston never had a better Mayor than Mayor Curley.

Associate Justice Charles J. Brown thanked Mayor Curley in the name of the people of the Judicial District for the new courthouse. He said the old building was very unwholesome, and that the Court and the members of the Bar Association appreciated to the full the change for the future. Mayor Curley's kindness to East Boston would not be forgotten.

Judge Barnes was given a fine reception when he was presented by Chairman Englert, everybody rising. He opened by saying that it was the most agreeable audience he had ever seen in the court room. He thanked Mayor Curley for his friendly, active and powerful influence. Without Mayor Curley's help there would have been no new courthouse. He was very grateful to the Mayor, and was glad of the public opportunity to give expression of his feelings.

Chairman Englert presented Mayor Curley in eloquent terms. On rising Mayor Curley was given an ovation, the audience rising. Mayor Curley said it was gratifying to know that the new building satisfies those who will occupy it. He said that he had no fear of the outcome of experiments so far as East Boston was concerned. He would complete during his administration, the traffic tunnel, the airport development ,the strandway, the widening of Porter street. He was sure that as soon as the $16,000,000 tunnel was completed that the State would start a $2,000,000 boulevard to connect with it. He predicted a great future for East Boston. He was applauded vigorously as he finished.

The ceremonies closed with the singing of the Star Spangled Banner.

Following the exercises many of those present met Mayor Curley in an informal reception. Included in Mayor Curley's party were Park Commissioner William P. Long, Secretary Standish Wilcox, James E. McLaughlin, the architect of the building. Councilman Bush, Councilman Thomas Green, Matthew Cummings, the builder, and Secretary Frank Benson. Others present were former Representative George F. Murphy, Capt. William P. Coughlin, former Representative Thomas O. McEnaney, Joseph F. Low, Vice President Hibernian Savings Bank, President A. E. Wellington of the Columbia Trust Co., Michael J. Shannon, Capt. Archibald Campbell of Station 7, Harry Goldenberg, Harry Blazo, Julius Stone, Dennis J. Kelleher, Thomas C. Carr, Edmund Grady, Representative William H. Hearn, Representative William Barker, Representative Alexander Sullivan, James Murray, C. Joseph Harvey, Fred Proctor.

The band which officiated at the [illegible] was the Forbes Post Band [illegible]ry under the leadership of [illegible]'Brien. He made a hit with [illegible]wd when he played, "Let's have Curley."

It will interest East Boston people to know that all the iron work used in the construction of the building was designed and supplied by the Architectural Iron Co., an East Boston concern with place of business on Liverpool street.

Gerald J. McCarthy, the well-known attorney, was the first member of the Bar to appear officially for a defendant in the new courthouse. His client was Edward O'Brien. The first attorney to hold trial was Albert Hayes of Winthrop. His client was Edward Fitzgerald and the case was placed on file.

The New Courtroom

Prominent men who attended dedication of East Boston courthouse. Left to right, upper row: William F. Long, park commissioner; Congressman John J. Douglas; Associate Justice Patrick J. Lane, Chief Justice Joseph H. Barnes, Mayor Curley, Associate Justice Charles J. Brown. Left to right, lower row: John P. Englert, superintendent of public buildings; the Rev. William B. Whalen, Captain William P. Coughlin, Hon. James E. Maguire, Councilman Timothy E. Donovan.

WATERBURY REPUBLICAN 7/3/31

CURLEY'S COW A BUM STEER

It Would Occupy Government 500 Years

Plans for the new Chicago post office which, after years of delay, was to have been begun early in this year of unemployment, have been sent back to the architects, according to Tuesday's Washington announcement, to be redrawn.

Mayor Curley of Boston has written Postmaster-General Brown for permission to pasture a municipal cow on federal government property. The mayor wants to make some use of the site of the proposed new Boston post office. The land cost $6,164,000. The building was authorized two years ago and appropriations made for it. Since then the department, with a warm bureaucratic wish to put some of the unemployed to work, has been getting around to it, as first aid in an industrial depression. Nothing has been done, but the department has the matter close to its heart.

Mr. Curley knows that the unemployed have the sympathy of the department, but he seems to be a practical sort of a man. Six million dollars' worth of real estate is waiting for the bureaucracy to extricate its foot from the chair rungs or the chandelier or the waste basket or wherever it is stuck, but that may may take a great deal of time still. In the case of Chicago it's been stuck for about 20 years. As an interim use of the land the Boston mayor suggests a municipal cow. He is practical but imprudent. This will give the bureaucracy a fresh start.

Any Kind of Cow.

Mr. Brown will respond asking what kind of a cow. Mr. Curley may reply any kind of a cow. This will be fatal. Mr. Brown will ask the Department of Agriculture to determine the kind of cow which, grazing on a $6,000,000 tract of government land in Boston, intended for a post office, would produce the most butter fats. The Department of Agriculture will make an analysis of the soil and will make an ment in the development of pasture. Nothing short of two years will give an answer as to pasturage. Mr. Brown, if he is still in office, will then ask Mr. Curley, if he is still in office, what disposition is to be made of the milk, to determine whether quantity or quality is the objective. That will require a survey of the environs of the post office pasturage site to ascertain the number of children needing milk. This will be undertaken by the census department, but need not occupy more than two months in field work and 10 in writing the report.

Mr. Brown—it being assumed here and hereafter that Mr. Brown and Mr. Curley remain in office indefinitely—will then ask the attorney-general whether it is permissible to distribute milk produced by a municipal cow pasturing on government post office grazing land to the poor of a city block wherein the children average five to a family and most of the fathers are waiting for work on the post office. The attorney-general will reply that this could be done in Iowa, but not in Massachusetts, if it were a Jersey cow, but not an Alderney. In the case of a Jersey cow in Massachusetts the milk from a government post office pasturage in the time of a depression should go to the nearest coast guard station which has shot up three rum-runners in the current year. If the times are flush and the government is not trying to aid unemployment and the cow has a crumpled horn and cream should be churned, the butter being assigned to the Charleston, S. C., navy yard, and the buttermilk to the South Boston post office station.

Cow Has Died.

Mr. Curley will notify the department that the cow is dead and Mr. Brown will inquire which cow. Mr. Curley will then report that he himself is dead and the Department of Justice will make an investigation of that. When the matter has been satisfactorily cleared up and Mr. Curley is discovered to be not dead, but only groggy, the department will have the plans for the post office redrawn to take into consideration the fact that there once was a request that the site be used for a cow pasture and the cheery announcement will be made that everything is breezing along for the rapid completion of the Boston post office.

The only criticism which could be made of the proposal for a five-year industrial plan for the American government is that it should be a 500-year plan. This is a grand government. It moves by glacial ages.—Chicago Tribune.

Italy and Vatican Reach An Impasse.—Headline.
They miss Mayor Curley in Rome.

SPRINGFIELD UNION 7/5/31

Mayor Curley's exchange of persiflage with the postoffice department started something after all. Although a month ago there was no prospect of a beginning of the Boston postoffice job, the construction company shifted one of its superintendents from Springfield to Boston the past week and a government supervisory official was assigned to the job. Work on the foundation is expected to begin at once. A recent statement by G. H. Gray of New Haven, director of the American Institute of Architects for the New England division, charges the government with delaying authorized public construction by its policy of concentrating as much work as possible in its own architectural office at Washington. It is understood, however, that the Boston plans are being prepared by a Boston firm of architects. The Cleveland postoffice has been assigned to a Cleveland firm within the past 10 days.

In the interest of economy the city of Boston has reduced the weekly allowance to families receiving aid from the welfare department. But the city council by a vote of 16 to 6 has adopted Mayor Curley's project for extending the East Boston airport at a cost of $1,250,000. The plan is to level the [illegible] of Governor island, which the war department has agreed to sur[illegible] to Boston on condition that it be returned in case of wartime need, and connect it with the present East Boston airport by a causeway. The project was bitterly assailed on economical grounds, but a majority of the council were minded to put it through. There will doubtless be some reason to scrutinize the execution of this scheme.

FITCHBURG SENTINEL 7/6/31

Mayor Curley Orders Boston Dogs Restrained

BOSTON, July 6 (AP)—Subject to approval by the city council, Mayor James M. Curley today issued an order restraining all dogs within the city of Boston for a period of 90 days. A request that dogs be muzzled or tied up was made by Dr. Francis X. Mahoney, health commissioner, who told the mayor more than a hundred persons were bitten during the past year in this city and that 11 of the dogs had rabies. The state health department has suggested that all communities take similar action.

SPRINGFIELD NEWS 7/2/31

Smith - Roosevelt Agitation Brings Out Talk of Governor Ely As Bay State Favorite

Eyes Turned Ely's Way In Event of Impasse Between Adherents of the Two New Yorkers, As Compromise Man For Massachusetts Delegates to Vote For; Owen D. Young Also Has His Sponsors

By HENRY G. LOGAN

Boston, July 2—Rumblings attendant upon the approach next year of national conventions are making themselves felt in Boston, even to the extent, in the Democratic party, at least, of threatening a rift in what ought be unanimity of action. This is due to the divergence of opinion with respect to Gov Franklin D. Roosevelt of New York, and his predecessor in that office, Alfred E. Smith. The Democrats are divided over this pair of potential candidates.

One might contend that this is harmless if he were not in Boston to listen to the talk going on; but, in Boston, one hears harsh words uttered that are not conducive to harmony next year when it is going to be needed badly. One hears of the efforts of one organization, working for Roosevelt, "if Smith isn't a candidate." Another old-timer is striving to form a Roosevelt for President club "without reservations," meaning, of course, that it is for Roosevelt irrespective of what Smith may do. Then there is the faction that is out for Smith for President, regardless of anyone else who may be in the field. Finally, one must not overlook John F. Fitzgerald's criticism of these factions in the ground that Massachusetts may have in its governor, Joseph B. Ely, timber for the Democratic nomination.

One finds the group that is for Roosevelt if Smith isn't a candidate, and that for Smith regardless of others, having their foci in Somerville, where the Democrats have been divided for a long time, and seemingly have no chance of becoming reunited. Boston influences are taking advantage of the Roosevelt-if-Smith-doesn't-run tendencies in Somerville, to further their own ends. Mayor James M. Curley's grandstand play, when, a few weeks after he had pronounced himself as favorable to Owen D. Young, he came out for Roosevelt is being called an example of insincerity. Had he stuck to Young he might have been one of the initial Young bandwagon riders at some future date, and achieved more fame in political life.

Thus far, neither Smith nor Roosevelt have indicated their intentions with respect to running. Roosevelt is supposed to be awaiting Smith's pronouncement. But there is growing sentiment everywhere, including among Massachusets political observers, that Smith again desires the presidential nomination, particularly as conditions now point to a probable Democratic victory next year. If Roosevelt refuses should Smith decide to run, then the danger is over, but will he do so? Already talk comes from New York of a threatened rift between these longtime friends. Were it actually to occur, it might mean that Roosevelt would enter the national convention with many delegates ready to vote for him; likewise, the same would hold true for Smith, of course. Massachusetts delegates in the majority would undoubtedly be for Smith, if not the entire delegation.

Chance of Ely or Some Other Candidate

Therein is found the chances of another candidate. Smith, according to some of those in Boston who believe in him, will be a candidate, and they say he will enter the convention with something like 200 pledged votes, which of course is not enough to be nominated. Thereafter, they contend Smith's strength will grow, but may not attain the necessary two-thirds for nomination. Likewise, they contend, Roosevelt will be unable to obtain the needed two-thirds, and thus it will be necessary to cast about for a compromise candidate. These prognosticators say Young will be the man, because he is wanted by big interests, among them some that are opposing Roosevelt on his power policies. And, they add, Young will be nominated.

That's their side of the prognostication. Here's another side, with the Massachusetts angle, telescopic perhaps at this time, but not impossible; in fact, quite probable.

Gov Ely is a close friend of both Smith and Roosevelt. Should an impasse ensue at the convention, what is more logical than both these New Yorkers should throw their support to Ely, the man who has stood for Smith throughout, yet who has retained the friendship and been accorded personal help in his own campaigns, by Roosevelt? That combined strength, suddenly thrown to Ely, would sweep the convention and bring about Ely's nomination.

No later than Tuesday night came added impetus to the little movement that is forming and growing for the Bay State governor. It came in the pronouncement of Congressman William P. Connery that Ely is the "greatest people's candidate" that can be brought forward by the Democratic party. He said this at a dinner at which the governor was present. When Gov Ely spoke, he made no reference to Connery's pronouncement, or to the cheers that followed it. Incidentally, the statement was made at a nonpartisan affair, so the cheers were spontaneous.

SPRINGFIELD REP 7/1/31

OFFICIAL REPARTEE

[Waterbury Republican.]

It seems that Mayor James M. Curley of Boston wrote to Postmaster-General Brown with respect to delay in construction of a new postoffice on a $6,000,000 tract of land in downtown Boston. The mayor evidently feels deeply on the subject for in the course of his communication he asked permission to graze a cow on the idle property. The postmaster-general replied at length with official restraint until his last paragraph. In that he said: "Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the postoffice department should not be required to do more than put up with your bull."

This is good. This is a move by Washington in the right direction. We have long deplored the heavy formality of Washington official utterances. They are commonly long, cold, leaden slabs of language, forbidding both to the eye and to the intellect. Humor, irony, sarcasm, wit, satire—these are so foreign to them that one might think the graces of cerebration were prohibited by law from use in official statements. In short, the Washington official's voice is commonly a voice from the tomb. But Postmaster-General Brown has dared to let a shaft of sunshine into his letter to Mayor Curley.

SPRINGFIELD REP 7/1/31

Frigate Constitution Recommissioned Today

Exercises in connection with the recommissioning of the frigate Constitution at the Boston navy yard at 2.30 this afternoon will be broadcast by WDRC. Speakers will be Rear Admiral Philip Andrews, James M. Curley, mayor of Boston; Senator David I. Walsh of Massachusetts; Gov Joseph B. Ely, Curtis D. Wilbur, former secretary of the navy; invocation by Chaplain E. W. Scott, musical program by U. S. Navy band.

Evening broadcasts of merit are:—

7.15 p. m.—WTIC: Mme Alda, soprano.

8 p. m.—WTIC. Bobby Jones golf talk.

8.30 p. m.—WEAF: Gladys Rice and choristers.

10 p. m.—WBZ: Goldman band.

BEVERLY TIMES 7/1/31

In the Mayor James M. Curley Cup series Beacon A. C. will meet the Clan MacGregor team of Quincy in the final, as the "Oilers" defeated Clan Stewarts of Charlestown by 6—4 goal total in their two semifinal games. Yesterday's game at Sullivan sq. ended in a 2-2

SPRINGFIELD NEWS 7/2/31

Frigate Constitution, Young Again At 133 Years, is Recommissioned As Pennants Flutter at Masthead

Famous Ship Formally Welcomed Back Among American Men-of-War—Gov Ely and Other Officials Speak—Jahncki Suggests Annapolis Midship

Washington, July 1—"Old Ironsides" may yet be seen by the American people proceeding proudly under her own sail and perhaps also with her officers and men in the uniforms of those days when she fought gallantly for American rights on the high seas.

Congressman Sol Bloom of New York, associate director of the United States George Washington Bicentennial commission, this afternoon called upon Secretary of the Navy Adams and requested that the restored frigate Constitution be exhibited to the country exactly as she was in the days of her glory.

"Secretary Adams promised to cooperate with the George Washington Bicentennial commission in every way, to put the Constitution in such shape that the people of the country will be satisfied with her appearance," said Congressman Bloom. He explained that on account of the schedule arranged some time ago, which will take her to various ports this summer, it would probably be impossible to have her proceed under her own sail all the way, because of the uncertainty of the winds. I suggested to him that she could be convoyed and a tow line thrown to her whenever necessary.

"We are especially interested in seeing the old ship, during the period of the George Washington bicentennial next year, make a voyage under her own sails with her officers and men in the uniforms of the former days," Congressman Bloom declared. "Secretary Adams promised to do what he could to get her under sail at some time during her visits to various ports, and particularly upon the occasion of her visit to Washington during the bicentennial year.

"Secretary Adams said that doubtless the navy had men capable of sailing the vessel and that she had sails enough to make the voyage. He also promised to give careful consideration to the question of having the men in the uniforms of the period. I told him that there would be no difficulty in finding money to pay for the uniforms, if the navy did not have the money for this purpose."

Members of Old Crew Present

Among the participants in today's ceremonies were two former members of the Constitution's crew, William D. Plumb of Paterson, N. J., a quarter gunner in 1888, and James M. Lewis, 81, of East Boston, who served in her from 1877 to 1881. Plumb will sail on her tomorrow.

Lieut John A. Lord, last naval constructor of wooden ships in the service, heard many words of praise. He had charge of reconstructing the 133-year-old vessel and placing her again in a seaworthy condition.

She is stanch enough to voyage under her own canvas, but this cannot be done. She now has a crew of but 85, compared to the 450 who manned her when she was an important part in the country's first line of defense. She wears but two pieces of canvas a very small fraction of her great suit of sail but in an emergency they might prove of value to steady her.

Mayor Curley Says Danger Past

Chaplain E. W. Scott, United States navy, opened the ceremonies with prayer. He asked the Almighty to preserve the Constitution's crew from the dangers of the sea and the violence of the enemy. Rear Admiral Philip Andrews, retired, commandant of the Boston navy yard where much of the reconstruction work was done, made a plea for loyalty and patriotism. He was followed by Mayor James M. Curley of Boston, who brought laughter and applause from the hundreds gathered about the recreation field when he said apprehension caused by reorganization of the army, navy and marine corps could be allayed now that the "grand old warship" was again in commission.

SPRINGFIELD REP. 6/25/31

Mayors of two cities have intervened to reduce expenditures in the departments of public welfare. Mayor Curley of Boston has ordered a reduction in the schedule of weekly payments, his aim being to prevent the expenditure of more than $1,000,000 in excess of the budget allowance for relief work. There have been numerous criticisms of the weekly allotments to families receiving aid, and, while it does not follow that the maximum payments have been excessive in all or even in many cases, it is believed that a more economical practice can be adopted without causing hardship. In Worcester the welfare department has requested additional funds, and Mayor O'Hara has said that it can't have them, as there are none available. But if more money for relief work is essential, it must be raised.

LEOMINSTER ENTERPRISE 7/1/31

July 1, 1926 the first air mail flew from Boston to New York, with Major Talbot Freeman of Colonial in charge, as pilot. Mayor Curley of Boston, and Mayor Walker of New York, are to broadcast today in commemoration of the event. July 1, 1863 opened the most famous and destructive battle of the Civil War, Gettysburg, fought between the Union forces under Mead, and the Confederate forces under Lee. The battle opened in the forenoon of July 1st, was fought stubbornly throughout that day, July 2nd, and until 6:30 p. m., July 3rd, when the firing subsided. Lee's intention, if possible, of carrying the war into the northern states was not fulfilled, Washington was never again threatened throughout the war. The commanders of both armies made mistakes in this battle. Possibly the chief mistake after the battle was the failure of Mead to follow up Lee, continue the fighting, and force surrender. The total killed, wounded, and missing on both sides amounted to upwards of 42,000. July 1, 1898 occurred the battles of San Juan and El Caney, both of them American victories.

Quincy News 7/2/31

Sportdom Pays High Tribute To Dr. Kendall

"Quincy's Grand Old Sportsman," Dr. Walter Gardner Kendall of Atlantic, was paid high tribute on his 77th birthday Wednesday night in the Boston Athletic association by men from all walks of life. A champion cyclist, a noted horticulturalist, a celebrated breeder of dogs, Dr. Kendall enjoys a reputation as a great sportsman and a jolly good fellow.

Testifying at last night's event to the admirable qualities of Dr Kendall were Major James M. Curley of Boston; Malcolm Bridgeman, vice-president of the Boston Cycling club; Fred A. Wilson, trustee of the Massachusetts Horticultural society; Irving F. Marshall, president of the B. A. A.; William J. Fallon, president of the Wollaston Golf club. Dr. J. Austin Furfey, Massachusetts Dental society; J. W. Adams; William F. Garcelon of the B. A. A., who acted as toastmaster, and Charles H. Kendall, the doctor's son.

Gifts given the doctor in token of friendship and esteem included a purse of gold from the entire group and presented by Fred A. Wilson; a bag of golf clubs from the Wollaston Golf club, presented by William J. Fallon; a gold medal from the B. A. A., presented by Irving F. Marshall; and a shillelah brought from Ireland by Mayor Curley.

Providence Journal 7/2/31

A BAY STATE SCHISM

As was recently forecast, a serious Democratic schism is now apparent in Massachusetts, with one faction aligned in favor of Governor Roosevelt for President and the other supporting the possible candidacy of ex-Governor Smith.

It may be that the ex-Governor does not seriously intend to be a candidate again, but he has not yet publicly announced himself to that effect. Probably he is as conscious as anybody of the difficulties that would lie between his nomination and election, and conceivably he expects to have the rôle not of candidate in the next convention but of dictator. With the two-thirds rule in force he could swing a powerful influence for or against any aspirant, even if it should prove impracticable or undesirable to land the prize for himself. Mr. Bryan played a similar part in Baltimore in 1912, when he threw his strength to Woodrow Wilson at the expense of Champ Clark.

Anyway, a Smith-for-President league has been organized in Massachusetts, despite Colonel House's recent visit there in the interests of the Roosevelt campaign, and despite also Mayor Curley's preference for the New York Governor. The two Massachusetts Senators are for Smith, and it is evident that the next few months will witness some animated skirmishing on the part of the two factions. The band will please strike up that good old tune: "The Battle for the Delegates."

Concord N.H. Monitor 7/1/31

BOSTON HONORS 'OLD IRONSIDES'

Old Frigate, at Portsmouth Over Weekend, Again Commissioned

BOSTON, July 1 (AP)—With more ceremony than attended her original departure from Boston on a mission of war more than a century and a quarter ago, the frigate Constitution, most famous of all American war ships, was today made ready for sea again.

She will be on public exhibition at Portsmouth, N. H., from July 4 to July 8.

As sound and fair once more as a maiden vessel, only today's commissioning ceremonies, turning her over to Commander L. J. Gulliver, her new master held her in port. Tomorrow at noon, she will slip down the harbor in tow of the navy tug Grebe to begin a tour of eastern seaports and to set new eyes dancing to see her pennant in the sky.

Unsound Timbers Replaced

Tt Lt. John A. Lord, the last naval constructor of wooden ships in the service, goes much of the credit for restoration of "Old Ironsides" to seaworthiness. Through labor of love and devotion, he replaced every unsound timber and plank in the old vessel and left her as close in every detail as humanly possible to the proud ship that went down the ways at Hartt's Naval Yard here in 1798.

State, city and nation; church and citizenry, joined today in doing the Constitution honor. Speakers assigned to places on the quarter deck included Rear Admiral Philip Andrews, retired, under whom work of reconstructired, under whom work of reconstructing the ship was begun; Governor Joseph B. Ely of Massachusetts; Mayor James M. Curley of Boston; Senator David M. Walsh; Judge Curtis D. Wilbur, former Secretary of the Navy, and Ernest L. Jahncke, assistant Secretary of the Navy. Chaplain E. W. Scott, U. S. N., was designated representative of the Boston Federation of Churches, and William Cardinal O'Connell, Catholic Archbishop of Boston, was designated to deliver the benediction.

All vessels in the Navy Yard were ordered to dress ship at 1 p. m. The commissioning ceremonies were scheduled to begin at 2:30 p. m.

Wor. Telegram 7/3/31

'DONKEY' ENGINE IN PLACE OF HUB COW

BOSTON, July 2 (AP)—A compromise has been made regarding Boston's now famed postoffice site. Mayor Curley had suggested a municipal cow be allowed to graze there, and Postmaster General Brown countered with the statement that the mayor's "bull" was sufficient. Today the contractors sent a donkey (engine) to the site.

Manchester N.H. Union 7/3/31

BOSTON'S "COW," "BULL" REPLACED BY "DONKEY"

BOSTON, July 2.—(AP)—A compromise has been made regarding Boston's now famed postoffice site. Mayor Curley has suggested a municipal cow be allowed to graze there, and Postmaster General Brown countered with the statement that the mayor's "bull" was sufficient. Today the contractors sent a donkey (engine)(to the site.

Lawrence Eagle 7/3/31

COW, BULL AND DONKEY ON HUB P. O. SITE.

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TRANSCRIPT-HOLYOKE 7/1/31

Clark's Boston Letter

SMITH AND ROOSEVELT CLUBS

Politicians love a good fight—especially if those politicians happen to be of the Democratic persuasion. Already Democrats are starting to squabble in this State over the next presidential nominee. Roosevelt-for-President Clubs and Smith-for-President Clubs are already formed and admirers of both the former governo of New York and the present governor of New Yok are going to it hammer and tongs. Smith or Roosevelt-for-President buttons may be seen this week on the lapels of many Democratic coats. It would be well for any Democrat to wait and find out what Smith proposes, what arrangements will be negotiated between him and Roosevelt but the Democratis cannot wait to start the fight.

Curley more or less started the warfare when by word and deed he showed his preference for Roosevelt as the Democatic standard bearer. Possbily the Honorable James Michael ,mayor of the Hub, feels sure that Smith will not make a try and is, therefore, climbing early on the Roosevelt band wagon. If Smith does not run, he will have the glory of being a starter for the Roosevelt boom in this State. If Smith should run, Mr. Curley would have to wiggle out of his faux pas as gracefully as possible. Governor Ely is, naturally, not making his preference known, no, not even by the slightest hint.

Curley, who looms as a possibility as Democratic candidate for governor, has seized the wet issue with both hands. He returned from Europe to compare the condition of wetness in Europe to dryness in America, much to the disadvantage of America. Since arriving he has hammered away at the liquor question, this week urging war veterans to get out, roll up their sleeves and work for the repeal of prohibition.

It matters not for what office Curley runs, he will run as the wettest of the wets. His present attitude says, "No matter how wet Ely may be, I am wetter."

This wetness on the part of leading Democrats is worrying the dry women of their party in the South. These women protest the nomination of Governor Roosevelt for the presidency just as strenuous as they opposed the Smith candidacy and on the grounds of wetness. This resentment on the part of a portion of the party does not worry Democrats in this State for Democrats, who are dry—in theory—in this State are so few as to constitute a negligible quantity.

Democratic women, however, found a little cause for complaint in this State. No woman was included in the leaders of the new Roosevelt-for-President Club. In forming the Smith-for-President Club the oversight was quickly corrected.

Noted Speakers

The first part of the program on the Navy Yard dock consisted of selections by the Navy Yard band, invocation by Chaplain E. W. Scott, U.S.N., representing the Greater Boston Federation of Churches; addresses by Rear Admr. Philip Andrews, retired commandant of the Navy Yard who was in command when the work of restoring the frigate was launched, Mayor James M. Curley, U. S. Senator David I. Walsh, Gov. Joseph B. Ely, Judge Curtis D. Wilbur, former secretary of the Navy under whom the movement to restore the ship was begun, and Asst. Sec. of the Navy Ernest Lee Jahnke. Cardinal O'Connell gave the benediction.

WORCESTER GAZETTE 7/1/31

HISTORIC FRIGATE AGAIN RIDES WAVES

Notables Attend Recommissioning of "Old Ironsides" at Boston Navy Yard

BOSTON, July 1 (INS) — Battle flags, pennants and the Stars and Stripes fluttering from her halyards, martial music blaring from the Navy Yard band, speeches by representatives of the city, state and nation, a benediction by Cardinal O'Connell, the firing of a national salute from the Yard battery, the hoisting of her ensign and the cheers of hundreds of guests this afternoon marked the recommissioning of the restored, proud, old United States frigate, Constitution.

"Old Ironsides," thanks to the pennies of patriotic American school children, the gifts of others and the four-year-long work of naval builders, again rides the waves, a glorious and imperishable symbol of America's naval greatness.

Tomorrow "Old Ironsides" sails out of Boston harbor as she did in the memorable days of 1797 on a triumphant cruise up the Atlantic coast to Bar Harbor, Me., and thence down the coast to the sesquicentennial celebration at Yorktown, Pa.

Rotting decks, broken masts, weather-worn sides, age-bent interior, wind-torn sails and shredded ropes have been replaced at Charlestown Navy yard, across the harbor from where she was first constructed under the watchful eyes of John Paul Jones and where many times this first American sloop of war was outfitted for her defense of the honor of her country's flag on the high seas.

Nineteen commission pennants and battleflags and a reproduction of the banner flown by "Old Ironsides" in her memorable battle with the Guerriere—the gift to Comdr. Louis J. Gulliver by Mrs. Charles A. Robinson, of New York, national "war mother" of the Veterans of Foreign Wars—fluttered from the halyards for the commissioning of the U.S.S. Constitution.

PITTSFIELD EAGLE 7/1/31

MAYOR CURLEY'S COW

To the Editor of THE EAGLE:—

Here is the complete answer to the editorial—"A Cow and the Bull in Boston."

S. J. O'Herron.

Pittsfield, June 30, 1931.

(Chicago Tribune)

Plans for the new Chicago post office which, after years of delay, was to have been begun early in this year of unemployment, have been sent back to the architects, according to Tuesday's Washington announcement, to be redrawn.

Mayor Curley of Boston has written Postmaster-General Brown for permission to pasture a municipal cow on federal government property. The mayor wants to make some use of the site of the proposed new Boston post office. The land cost $6,164,000. The building was authorized two years ago and appropriations made for it. Since then the department, with a warm bureaucratic wish to put some of the unemployed to work, has been getting around to it, as first aid in an industrial depression. Nothing has been done, but the department has the matter close to its heart.

Mr. Curley knows that the unemployed have the sympathy of the department, but he seems to be a practical sort of a man. Six million dollars' worth of real estate is waiting for the bureaucracy to extricate its foot from the chair rungs or the chandelier or the waste basket or wherever it is stuck, but that may take a great deal of time still. In the case of Chicago it's been stuck for about 20 years. As an interim use of the land the Boston mayor suggests a municipal cow. He is practical but imprudent. This will give the bureaucracy a fresh start.

Mr. Brown will respond asking what kind of a cow. Mr. Curley may reply any kind of a cow. This will be fatal. Mr. Brown will ask the department of agriculture to determine the kind of cow which, grazing on a $6,000,000 tract of government land in Boston, intended for a post office, would produce the most butter fats. The department of agriculture will make an analysis of the soil and will experiment in the development of pasture. Nothing short of two years will give an answer as to pasturage. Mr. Brown, if he is still in office, will then ask Mr. Curley, if he is still in office, what disposition is to be made of the milk, to determine whether quantity or quality is the objective. That will require a survey of the environs of the post office pasturage site to ascertain the number of children needing milk. This will be undertaken by the census department, but need not occupy more than two months in field work and 10 in writing the report.

Mr. Brown—it being assumed here and hereafter that Mr. Brown and Mr. Curley remain in office indefinitely—will then ask the attorney-general whether it is permissible to distribute milk produced by a municipal cow pasturing on government post office grazing land to the poor of a city block wherein the children average five to a family and most of the fathers are waiting for work on the post office. The attorney-general will reply that this could be done in Iowa, but not in Massachusetts, if it were a Jersey cow, but not an Alderney. In the case of a Jersey cow in Massachusetts the milk from a government post office pasturage in the time of a depression should go to the nearest coast guard station which has shot up three rum-runners in the current year. If the times are flush and the government is not trying to aid unemployment and the cow has a crumpled horn and cream should be churned, the butter being assigned to the Charleston, S. C. navy yard, and the buttermilk to the South Boston post office station.

Mr. Curley will notify the dedepartment that the cow is dead and Mr. Brown will inquire which cow. Mr. Curley will tnen report that he himself is dead and the department of justice will make an investigation of that. When the matter has been satisfactorily cleared up and Mr. Curley is discovered to be not dead, but only groggy, the department will have the plans for the post office redrawn to take into consideration the fact that there once was a request that the site be used for a cow pasture and the cheery announcement will be made that everything is breezing along for the rapid completion of the Boston post office.

The only criticism which could be made of the proposal for a five-year industrial plan for the American government is that it should be a 500-year plan. This is a grand government. It moves by glacial ages.

QUINCY PATRIOT-LEDGER 7/1/31

TWO MAYORS

(New York Times)

Mayor Curley of Boston is back from his travels. In Rome he was no barbarian. As mayor of a free city he makes no bones about compliance with the gracious customs of the countries he visited. He did not "hesitate to drink many a toast." He found "the supply of liquor almost as plentiful as in the United States," but, as he says regretfully, "we cannot touch their wines." In the English Plymouth, of Puritan renown, he praised the "parlor" that adjoins the offices of the Lord Mayor. There he was asked to taste godlike stuff, rare wines and liquors and liquers. A pleasant place for English Mayors, but were restrooms established in American city halls, Mr. Curley fears that the mayors wouldn't have time to visit their executive chambers.

Carefree is Mayor Curley in his city, where the strong Puritan thirst, agreeably tempered by that of many races, persists inextinguishably. Mayor Key of Atlanta, one of our traveling mayors who was unable to reach the dizzy heights of austerity occupied for a time by the chiefs of Portland and Los Angeles—where, as Mr. Curley says brutally, more liquor is made and sold per capita than in any other American city—will be back in the Gate City next week. There, as Mr. Julian Harris wrote in yesterday's Times, not welcome only, but reprimand awaits him.

He watched and shared in the gay sobrieties of France. That frank and temperate drinking, contrasting so sharply with the hugger-mugger soaking so common in his own country, corroborated in his mind opinions of prohibition which he had already expressed at home. It was a failure, a corrupting influence, a great cause of crime. These are commonplaces, but the Drys of the Extreme Right in Atlanta couldn't stomach 'em. A councilman accused the mayor of impairing the "dignity" of Atlanta. That dignity, it seems, is too great to allow an official of Atlanta to tell the truth abroad. A resolution calling upon the mayor to ask the forgiveness of his city and to take back what he said sleeps upon the table.

Presumably, that sense of humor in which Mr. Harris abounds is already triumphant in Atlanta. It is a happy incident that brings to view our old friend "Willie" Upshaw, dear to all true Americans as the representative in Congress who held a whisky bottle in one hand and a Bible in the other and asked the House to choose. Nobody said a word. As cynics pointed out at the time, the bottle was empty. And Mayor Key is dear to all the tribe of poor and sedentary oinophilists. Ill in a Paris hospital, he sang the praises of Dijon. O Dijon, rich in gingerbread and cassis! O hills of Gold! O ye whose names are five sweet symphonies: Beaune, Chambertin, Pommard, Vougeot, Volnay! But perhaps Mr. Harris, who is all packed up for the voyage, prefers the white marvels of the Yonne-Chablis and Montrachet.

WORCESTER GAZETTE 7/1/31

Smith, Massachusetts, and 1932

As inevitably at this season of the year as the blueberries ripen on the uplands of Princeton, political flowers bloom and cast their fragrance upon the summer air. Of recent blooming is the organization of Massachusetts Democrats whose avowed purpose is to seek the Democratic Presidential nomination for Alfred E. Smith again in 1932. It is a curious plant, a plant without the slightest reason for being. If Mr. Smith wants the Democratic Presidential nomination in 1932, all he needs to do is to make his wishes known to Massachusetts Democrats and they will be with him almost to a man.

And whether Mr. Smith will ask for the nomination is something which must be left wholly to Mr. Smith himself. He is a gentleman very capable of handling his own affairs; and there isn't the least likelihood that a group of obscure Democrats in this state will have any influence upon him when the time comes for him to decide.

Now, it may be that the said obscure Democrats who have organized the Smith-for-President movement are bombinating in their particular vacuum with the purest of intentions. And it may be that they are building a stall in the marketplace where they may traffic in the merchandise of politics. We are in no position to say, one way or the other. But it will be interesting to watch what time reveals.

TAUNTON GAZETTE 7/1/31

OLD IRONSIDES TODAY AGAIN COMMISSIONED

Climax of 3 Years of Restoration Work

(By United Press.)

BOSTON, July 1—Restored to her erstwhile glory by the penny contributions of American school children, Old Ironsides was recommissioned here today almost within sight of the spot where she was first launched 134 years ago.

While hundreds of men, women and children looked on, naval and civic dignitaries attending the recommissioning exercises at Boston Navy Yard paid glowing tributes to the famous frigate whose feats in war and peace fill many pages of American history.

Today's colorful ceremonies climaxed three years of restoration work begun in 1928 after Old Ironsides, officially known as the U. S. S. Constitution, had long rested as an all but forgotten relic at the navy yard.

Tomorrow this one-time terror of the sea, built in George Washington's day, will leave in tow for Portsmouth, N. H., the first of 17 Atlantic ports to be visited during a tour which will end at Yorktown, Va., October 16.

Speaking at the recommissioning exercises, Dr. Curtis D. Wilbur, former secretary of the navy, declared that Old Ironsides "links the present with the past, and for at least another hundred years will link the present with the future."

"It is too much to hope," he added, "that when the day comes to bid good-by to this old ship, a hundred years hence, that the instrumentalities of peace and justice will be so far developed that war between civilized and Christian nations will be as unthinkable as another war between any of the 48 sovereign states which compose this nation."

The quarter-deck of Old Ironsides was the scene of the recommissioning ceremony. Rear Admiral Louis M. Nulton, commandant of the navy yard, read the orders to commission the Constitution, directed Colors and Jack to be hoisted and the "watch to be set." The national salute was fired from the navy yard. Commander Louis J. Gulliver read his orders to take command of Old Ironsides and Admiral Nulton formally delivered the ship to him.

Other speakers included Ernest L. Jahncke, assistant secretary of the navy; U. S. Senator David I. Walsh, Governor Joseph B. Ely of Massachusetts and Mayor James M. Curley of Boston. William Cardinal O'Connell, Catholic archbishop of Boston, pronounced the benediction.

LAWRENCE TRIBUNE 7/1/31

FAMOUS WARSHIP WILL START TOUR TOMORROW

'Old Ironsides', As Sound and Fair As Maiden Vessel, Is Made Ready Again for Sea Today At Boston

BOSTON, July 1, (AP)—With more ceremony than attended her original departure from Boston on a mission of war more than a century and a quarter ago, the Frigate Constitution most famous of all American war ships, was today made ready for sea again.

As sound and fair once more as a maiden vessel, only today's commissioning ceremonies, turning her over to Commander L. J. Gulliver, her new master held her in port. Tomorrow at noon, she will slip down the harbor in tow of the navy tug Grebe to begin a tour of Eastern seaports and to set new eyes dancing to see her pennant in the sky.

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State, city and nation; church and citizenry, joined today in doing the Constitution honor. Speakers assigned to places on the quarter deck included Rear Admiral Philip Andrews, retired, under whom work of reconstructing the ship was begun; Governor Joseph B. Ely of Massachusetts; Mayor James M. Curley of Boston; Senator David I. Walsh; Judge Curtis D. Wilbur, former Secretary of the Navy, and Ernest L. Jahncke, assister Secretary of the Navy. Chaplain E. W. Scott, U. S. N., was designated representative of the Boston Federation of Churches, and William Cardinal O'Connell, Catholic Archbishop of Boston, was designated to deliver the benediction.

All vessels in the navy yard were ordered to dress ship at 1 p. m. The commissioning ceremonies were scheduled to begin at 2:30 p. m.

SPRINGFIELD REPUBLICAN 7/1/31

The Roosevelt Candidacy

By a Special Correspondent

Albany, N. Y., June 30 — Yes, the governor would talk power. But he did wish that those opposing his policies would not wander so far from the facts in defining those policies. He had prepared a letter requested by a public utilities magazine and he thought that his views expressed there would give a correct view of his attitude on power development and control:—

Gov Roosevelt's Statement

"In the first place, the difference between investment in securities and investment in corporate property itself should be noted. Of course, no public official would attempt to assure those who purchase securities in the market that their investment in such securities will be protected. It is neither the function nor duty of regulatory bodies to protect the market prices of securities. I am sure you appreciate this point and that your inquiry is not aimed in this direction.

"Prudent, unimpaired investment in public utility property is a different matter and you will not find anything in what I have said or in the policies I have urged in relation to public utilities which can be construed as an attack upon prudent unimpaired investment. Whatever may be the cause, the fact remains that state regulation of public utilities has not realized the expectations of its proponents. There are in general two courses open to those who believe in the protection of public interest and also of investments honestly and prudently made in public utility property. These are private management under public regulation and government operation.

"I have not advocated universal adoption of government operation, but I am of the opinion that government operation is wise under certain conditions and that the laws of our states should permit government operation, just as I believe that our statutes should permit private operation under government control. There is no general or universal rule which may be laid down as applicable to every case, or even to every state, but it would be as unwise to deny communities the opportunity to own and operate their own utilities as it would be to make private operation impossible under any circumstances. Each community should be given the right to determine which policy it shall pursue.

"I am firmly convinced that a proper system of public regulation wisely administered will not endanger prudent unimpaired investment in public utilities, provided the management is efficient and constructive. Indeed, investors ought to desire and work for efficient regulation. Private unregulated monopolies are unthinkable and, if regulation fails, the only alternative is government ownership. The inevitable reaction where regulation breaks down is to seek government operation.

"It may be safely asserted that one of the most important causes, if not the prime cause, of present dissatisfaction with public regulation and the criticism which one hears so generally is the attempt by those in control of utilities to obtain, not merely a fair return upon prudent, unimpaired investment but profits in excess of such an amount. This is the reason why reproduction cost has been so widely adopted in rate cases by utilities. They have not been content with a fair return upon investment. They have sown the wind; they may reap the whirlwind.

"Where utilities have followed an enlightened policy in dealing with the public and have provided excellent service at reasonable rates based upon a fair return upon prudent and unimpaired investment, there will doubtless be no demand for government operation, but if there is, such investment should be protected. Private management has no right to existence in the face of a determination by the public to operate its utilities, but it does have a right, under conditions named above, to protection against confiscation, directly or indirectly.

"I am sure that you will find what I have said upon the utility problem to be characterized throughout by the idea that investment and not theoretical values based upon inflated prices due to war conditions, is a proper basis for dealing with utilities."

Opposition of Power Interests

Persistent reports are to the effect that opposition is developing to Gov Roosevelt's presidential candidacy among the public utilities. There are elements in Tammany that the power interests can use in blocking the governor's nomination by the Democratic national convention. The governor feels that he has been misrepresented. Government ownership advocates and some utilities operators have assumed that the governor is in favor of social control of all utilities, yet nothing could be farther from the truth.

Roosevelt and Pinchot

Gov Roosevelt has been represented as in sympathy with views recently expressed by Gov Gifford Pinchot of Pennsylvania, himself a potential candidate for presidential honors. But Roosevelt does not go nearly as far as does Pinchot. Political gossip in the Empire state has it that when the time for final decision comes, Pinchot may bolt the Republican ticket and swing his support to Roosevelt. Pinchot is unfriendly to the Hoover administration and his opposition might lead him into the Roosevelt camp, with "power" as the dominating issue.

Roosevelt and Smith

Does former Gov Alfred E. Smith of New York want another presidential nomination at the hands of the nation's Democracy? That is the question being asked by political leaders and observers in New York state as they attempt to account for Smith's failure to declare for the candidacy of Gov Franklin D. Roosevelt.

It appears that speculation was given new impetus by the recent action of Mayor James M. Curley of Boston, who called upon Smith to support Roosevelt. At the same time, political leaders in at least two counties in the Empire state are convinced that Curley showed ignorance of his subject when he attempted to "smoke out" Smith.

The feeling is growing that perhaps Smith does want to make another try for the presidency and talk is heard to the effect that he can have the New York delegation if he decides to become a candidate.

There are two groups and two opinions of course. One contention is made that so long as Roosevelt is made to feel the Smith menace he will be ready to bow to the desires of Tammany when issues that directly concern city and state affairs are concerned.

On the other side are those who are convinced that Smith really wants another nomination. Several prominent in Tammany circles have repeated the views expressed by Senator Walsh of Massachusetts when the senator said that since Smith had, in the 1928 campaign, tasted defeat at a time when such defeat was practically assured, he should now be given the opportunity to try again, when chances for victory, from the Democratic viewpoint, are much better. This view is held by one in the inner circles of Tammany, who adds that Smith could poll a much larger vote than Roosevelt in a national campaign.

Smith-Roosevelt "Break"?

The question often is raised in Tammany circles as to the "break" in the friendship of Smith and Roosevelt. Some maintain that an aloofness has developed which is discernible whenever the two men meet. Some go so far as to contend that Smith does not like the idea of Roosevelt aspiring for the presidency; that he feels that the New York governor is revealing a form of ingratitude, in the light of the fact that it was largely through Smith's good offices that Roosevelt became governor of New York.

One Tammany group is known to be opposed to the Roosevelt candidacy, chiefly because of the governor's views on the power question. It might be correct to assume that such Tammany talk as there is in behalf of Smith is a smoke screen, thrown up to worry Roosevelt; that it is all a part of the Tammany strategy to force the governor's hand on legislation affecting matters of state. Tammany has never worried much about national elections, but it always has been vitally interested in political activities that directly concern New York.

There is another guess as to the alleged break between Roosevelt and Smith. It is good strategy. Southern voters who have proved that they have no use for Smith naturally will think more of Roosevelt if they believe that the governor has come to share their antipathy toward the former presidential nominee.

It is conceivable that southern Democrats might even forget the dry cause if given the opportunity to support a foe of Smith, even though that foe had declared himself against prohibition.

THE CATHOLIC NEWS 6/27/31

If Mr. Hoover Should Become a Second Mussolini

Sursum Corda

What's Right With the World

Let Us Suppose

By Rev. James M. Gillis, C. S. P.
EDITOR *The Catholic World*

Mayor Curley of Boston is back from Italy, his eloquent mouth filled with praise of Mussolini. According to the newspapers, the Mayor of Boston wishes that President Hoover were more like the Italian dictator. I cannot help wondering if Mr. Curley realizes what he says. So let us suppose that by a coup d'etat, a physical as well as a mental revolution, Mr. Hoover should become a second Mussolini. The supposition may be ridiculous, but it fascinates the imagination.

First, therefore, let us suppose that President Hoover should discharge his entire cabinet, and appoint himself Secretary of State, Secretary of the Army, of the Navy, of Commerce, Attorney General, Postmaster General and all the rest. Or if that is too sweeping a supposition, let us suppose that he allowed a few members of the cabinet to remain but made mere puppets, "Yes-Men," of them. Is that what Mr. Curley desires?

Let us also suppose that President Hoover were strong enough and ruthless enough to abolish the Senate and the House of Representatives and take over the functions of the national Congress into his own hands. That would be Napoleonic, or rather more than Napoleonic; it would be Mussolinian. Is that what Mr. Curley admires—and desires?

Let us suppose that the President of the United States were to ridicule the idea of democracy and of equality, and were to call the goddess of liberty a "rotting carcass." Mussolini has done so. Is that the reason Mr. Curley would have our President more like Mussolini?

Let us suppose that Mr. Hoover should declare the Democratic party abolished, and that there should be no second party whatsoever to criticize or exercise the slightest control over the party in power. Is that what Mr. Curley desiderates for America?

"But," someone reminds us, "in America we have a Constitution, and the Constitution is sacred." Yes, and they had a sacred constitution in Italy until Mussolini made it a scrap of paper. He did with the constitution what he did with the king. He sidetracked it, pigeonholed it, relegated it to innocuous desuetude. Would Mr. Curley like to have our Constitution similarly treated?

Let us suppose, furthermore, that Mr. Hoover, riding high, were to suppress the Knights of Columbus, the Holy Name Society, all organizations of men whatsoever, including even sodalities. And suppose that by one mighty flat he were to abolish the parochial school system, declaring that the education of youth, in matters spiritual as well as intellectual, should be in the hands of the state. Is that the course of action which Mr. Curley admires in Mussolini? Would he admire it in Mr. Hoover?

Let us suppose that Mr. Hoover, exercising autocratic power overseas, declared the use of the Spanish language in Porto Rico or the Philippines a crime. Mussolini made the use of German in the newly-conquered South Tyrol a penal offense, if not a felony. In that ancient stronghold of the German language, where even now 81 per cent. of the population declare themselves German, the use of the Italian language is compulsory. For a Tyrolese to use the consecrated phrase "Gruess Gott" in the hearing of the Fascist police is to risk jail. The Italian carabinieri raiding a little Tyrolese town found a holy water stoup with the inscription Gelobt sei Jesus Christus, "Praised be Jesus Christ!" They ordered the inscription erased. Is that kind of petty tyranny admirable in the eyes of Mr. Curley? If President Hoover per impossibile should order the Spanish inscriptions removed from the churches in the Philippine Islands would Mr. Curley cry "Well Done!"?

In the postoffices of Italy there are hundreds of men employed in steaming open letters addressed to private citizens. Does Mr. Curley advocate some such organization of snoopers in our post offices? He praises Mussolini for providing employment for the population in Italy. And true enough the Fascist organization does provide a great deal of work for its adherents. It is said that one out of every five able-bodied men in Italy is in the pay of the government. Is that the goal to which Mr. Curley would have our President aim?

Let us suppose—no, let us suppose no more. Let us rather state some facts. Under Mussolini there is no free speech nor free press, no parliamentary government, little or no personal liberty, but a regimentation of the country as rigid as that in Soviet Russia. If this is the sort of thing that an American mayor envies, and desires for us, it would be well for him to explain to his constituents, when next he runs for office, that he has abandoned faith in the fundamental principles of American government.

As for me, I am willing to believe what returned travelers tell us—that the trains in Italy run on time, that the streets of Naples are clean—mirabile dictu, and that plazas and church steps are no longer cluttered up with beggars. But I am still American enough to find these superficial improvements no adequate recompense for the abolition of freedom and liberty. Mr. Hoover may or may not be an ideal President, but I thank God we have him rather than a Julius Caesar, a Napoleon or a Mussolini.

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THE CHRISTIAN SCIENCE MONITOR 6/29/31

Larger School Board Advocated

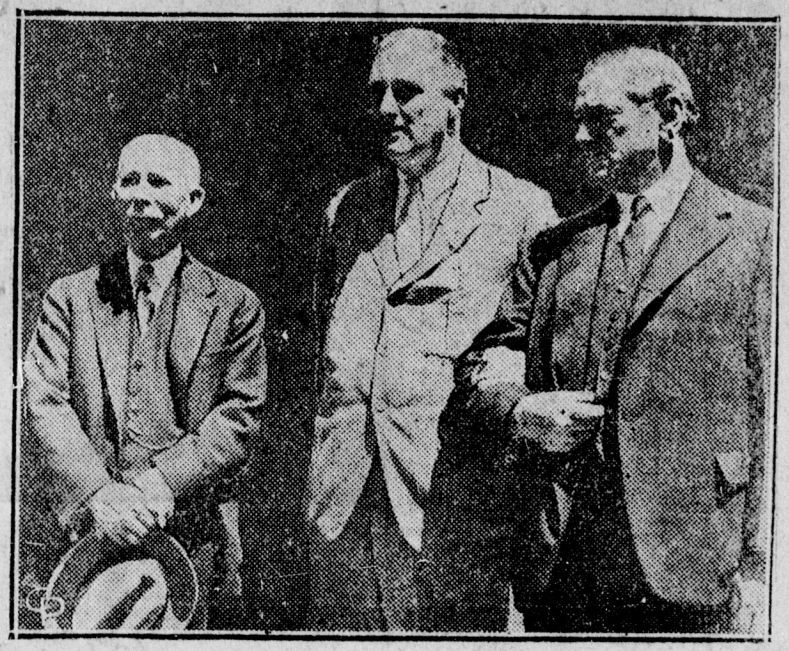
Enlargement of the Boston school committee from five to nine members, the abolition of the board of superintendents and the department of school buildings, and a survey of the city before further money is spent on new buildings, are among the recommendations made in the Boston finance commission's report to Mayor James M. Curley, yesterday, on the administrative methods of the school committee.

In urging the enlarged school committee, the commission declared that under the present membership, two members can and do control the decision of the committee on major departmental problems. The commission suggested a two-thirds vote on all appropriation orders in a nine member committee, as a means of destroying the minority power.

The finance commission, in recommending the abolition of the department of school buildings, declared that the responsibility should be placed on the school committee which appropriates the necessary funds. Other recommendations in the report included reorganization of school departments, establishment of the platoon system in all schools, reduction of vocational costs, confinement of military drill to the three upper high school classes and the rescinding of the vote which excludes nonresidents of Boston from the Bo

ATHOL CHRONICLE 6/23/31

House Give Boost to Roosevelt



After an absence of 15 years from the political spotlight, Col. Edward M. House, the silent man behind the late President Wilson, gathered together some of the leading Democratic politicians at his summer home at Manchester-by-the-Sea, Mass., which was regarded as a significant boost for Gov. Franklin D. Roosevelt of New York for the presidency. Left to right, above, Col. House, Gov. Roosevelt and Mayor James Curley of Boston.

WOBURN TIMES 6/23/31

WILL PLAN TO KEEP INDUSTRIES HERE

A conference attended by Mayor Curley and representatives of the chamber of commerce, yesterday, is expected to result in the formulation of a plan, with which the municipal commercial, industrial and publicity bureau will co-operate, to prevent the removal of industrial plants from Boston and to attract more.

The mayor is somewhat apprehensive of the ultimate results of the policy of consolidating industrial plants which some corporations are following and the recent decision of the Radio Corporation of America to transfer its Jamaica Plain plant to a larger factory in Camden, N.J., led him to seek the active co-operation of the chamber of commerce.

He is hopeful that his appeals to executives of the Radio Corporation of America will result in the reconsideration of the decision to abandon the Jamaica Plant which has furnished employment to upwards of 300.

SALEM NEWS 6/23/31

MINOR MENTION

Chicago is having some trouble to find money with which to pay off its employes, but if the difficulty becomes too acute, Al Capone would no doubt consent to come out of jail and govern the city for them.

Premier Mussolini says that the children belong to the state. In this country, judging by the way many people vote, it might be argued that the state often belongs to the children.

Alarmed observers might be informed, that some of the doings of Commencement season are not the bolshevists and anarchists rising in revolution against all organized government, but merely the college alumni returning to the scenes of their former alleged studies.

According to newspaper reports, the college towns echo with the songs of the returning graduates. Cynics may inquire how far that was due to enthusiasm for alma mater, and how far to communion with the college bootlegger.

Mayor Curley while riding in the Bunker Hill parade in Charlestown, waved one of the shillalahs which he brought home from Ireland. It would perhaps be the popular impression that that community is already fairly well equipped with those vigorous instruments.

President Hoover is being blamed for not having some plan to immediately end the business depression, by many people who want to do

WOBURN TIMES 6/23/31

TRAFFIC SYSTEM STARTED BY CURLEY

A newly installed traffic lighting system along Massachusetts avenue in the Back Bay and South End, with the lights set for travel at the speed of 20 miles an hour, was set in operation yesterday by Mayor Curley, who threw the switch in the Fenway fire alarm building that started the lights.

The new system provides for travel at three miles an hour faster than that of the downtown area, where the lights are set to 17 miles an hour. More than 300 guests tested the new lights yesterday by riding along the circuit from Beacon street to Shawmut avenue at 20 miles an hour without stopping. Later Mayor Curley and Traffic Engineer John F. Hurley were principal speakers at a dinner at Hotel Kenmore.

BROCKTON ENTERPRISE 6/29/31

Bridal Couple in Charming Al Fresco Surroundings

MR. AND MRS. DANIEL G. O'CONNOR.

Miss Marjorie Carey Hurley, daughter of Mr. and Mrs. William M. Hurley of Belcher avenue, and Daniel G. O'Connor, son of Mr. and Mrs. Thomas D. O'Connor of Dorchester, were married at a nuptial mass at St. Patrick's church here Saturday morning. The reception was held under sunny skies at the Hurley home and lawn, Mayor Curley of Boston and other prominent persons being among the guests. (Photo by Ralph F. Paulding of Enterprise.)

SPRINGFIELD REPUBLICAN 6/29/31

MAYOR CURLEY'S COW

Reaction in Chicago to Boston's Postoffice Controversy

[Chicago Tribune.]

Plans for the new Chicago postoffice which, after years of delay, was to have been begun early in this year of unemployment, have been sent back to the architects, according to Tuesday's Washington announcement, to be redrawn.

Mayor Curley of Boston has written Postmaster-General Brown for permission to pasture a municipal cow on federal government property. The mayor wants to make some use of the site of the proposed new Boston postoffice. The land cost $6,164,000. The building was authorized two years ago and appropriations made for it. Since then the department, with a warm bureaucratic wish to put some of the unemployed to work, has been getting around to it, as first aid in an industrial depression. Nothing has been done, but the department has the matter close to its heart.

Mr Curley knows that the unemployed have the sympathy of the department, but he seems to be a practical sort of a man. Six million dollars' worth of real estate is waiting for the bureaucracy to extricate its foot from the chair rungs or the chandelier or the waste basket or wherever it is stuck, but that may take a great deal of time still. In the case of Chicago it's been stuck for about 20 years. As an interim use of the land the Boston mayor suggests a municipal cow. He is practical but imprudent. This will give the bureaucracy a fresh start.

Mr Brown will respond asking what kind af a cow. Mr Curley may reply any kind of a cow. This will be fatal. Mr Brown will ask the department of agriculture to determine the kind of cow which, grazing on a $6,000,000 tract of government land in Boston, intended for a postoffice, would produce the most butter fats. The department of agriculture will make an analysis of the soil and will experiment in the development of pasture. Nothing short of two years will give an answer as to pasturage. Mr Brown, if he is still in office, will then ask Mr Curley, if he is still in office, what disposition is to be made of the milk, to determine whether quantity or quality is the objective. That will require a survey of the environs of the postoffice pasturage site to ascertain the number of children needing milk. This will be undertaken by the census department, but need not occupy more than two months in field work and 10 in writing the report.

Mr Brown—it being assumed here and hereafter that Mr Brown and Mr Curley remain in office indefinitely—will then ask the attorney-general whether it is permissible to distribute milk produced by a municipal cow pasturing on government postoffice grazing land to the poor of a city block wherein the children average five to a family and most of the fathers are waiting for work on the postoffice. The attorney-general will reply that this could be done in Iowa, but not in Massachusetts, if it were a Jersey cow, but not an Alderney. In the case of a Jersey cow in Massachusetts the milk from a government postoffice pasturage in the time of a depression should go to the nearest coast guard station which has shot up three rum-runners in the current year. If the times are flush and the government is not trying to aid unemployment and the cow has a crumpled horn and cream should be churned, the butter being assigned to the Charleston, S. C. navy yard, and the buttermilk to the South Boston postoffice station.

Mr Curley will notify the department that the cow is dead and Mr Brown will inquire which cow. Mr Curley will then report that he himself is dead and the department of justice will make an investigation of that. When the matter has been satisfactorily cleared up and Mr Curley is discovered to be not dead, but only groggy, the department will have the plans for the postoffice redrawn to take into consideration the fact that there once was a request that the site be used for a cow pasture and the cheery announcement will be made that everything is breezing along for the rapid completion of the Boston postoffice.

The only criticism which could be made of the proposal for a five-year industrial plan for the American government is that it should be a 500-year plan. This is a grand govern-

SPRING FIELD UNION 6/30/31

Somerville Group, Rival of Roosevelt Men, Files Papers

Credit Former Governor with Cementing Democracy in State; Curley Lined Up with Roosevelt Outfit.

POSITION OF ELY WILL BE WATCHED

Owes Political Debt to Both, Observers in Boston Note; Chief Executive Declines to Comment on Action.

By DONAL F. MacPHEE.

BOSTON, June 29—The virus of dissension, ever a factor to be reckoned with in the Democratic party, came to the surface today in the form of the Alfred E. Smith for President League of Massachusetts, whose purpose will be to invoke every possible means to secure the nomination of the former New York Governor at the Democratic national convention next summer.

Papers for this, the first political committee formed to bring about the election of convention delegates pledged to Smith, were filed today with Secretary of State Frederic W. Cook by Rep. James J. Hagan of Somerville.

Two Hostile Camps.

The move, while not unexpected, is of the gravest significance, as it virtually splits the Massachusetts Democracy into two hostile camps over the potential candidacies of Smith and Gov. Franklin D. Roosevelt of New York.

Recently a similar organization was formed for the purpose of booming Roosevelt following the wholehearted indorsement of the New York Governor by Mayor James M. Curley of Boston. The anti-Curleyites and Smith followers, of whom there are large numbers in Massachusetts, have retaliated in kind and the party schism thus engendered appears at this writing to be one that may prove both deep and lasting.

That there will be an immediate split in one section of the party through the formation of the Smith for President organization became apparent with the disclosure of the officers of the new organization. In addition to Hagan as chairman the officers include Arthur D. Healey of Somerville, Rep. John A. Jones of Peabody and Rep. William H. Doyle of Malden, vice-chairman; Arthur Walsh of Somerville, secretary, and Miss Mae Hogan of Somerville, treasurer.

Mayor John J. Murphy of Somerville was largely instrumental in the formation of the Roosevelt for President organization, and he is known to be a candidate for reelection. Arthur D. Healey, who is a vice-chairman of the Smith body, also plans to compete in the Somerville mayoralty contest this fall. A normal local row, through the opposite presidential affiliations of these prospective mayoral candidates, now becomes of larger significance. Unusual interest will be raised over the Somerville contest and political capital for either Roosevelt or Smith will be made depending on the outcome.

Curley Welcomes Honor.

Mayor James M. Curley, whose political ambitions are high and becoming higher, has been importuned to assume the leadership of the club that is backing Roosevelt, and has plainly indicated that the honor would not displease Curley, because he was the first man in New England to step forward in behalf of Roosevelt, has been accorded a vice-presidential boom locally of minor proportions.

The Mayor has politely deprecated this boom and still more politely observed, smilingly, that his political interests for the present lie closer at home; in fact, no further away than the Governor's chair now being capably filled by his fellow Democrat, Joseph B. Ely of Westfield, whom Curley whimsically referred to during the last political campaign as "the young man from the sticks."

With Curley casting a speculative eye in the direction of Beacon Hill and proclaiming the presidential qualifications of Roosevelt, and with the Democratic party in Massachusetts well on the way to an unhealable breach over the two New York men, the question immediately arises as to where Gov. Ely stands.

The question is likely to prove an embarrassing one to the Governor, politically. After the defeat of 1928 the Smith chances do not look any too good.

In politics, as in horse races, it doesn't pay to back a loser. And yet it will not be easy particularly for the independent and politically sensitive Gov. Ely to trail along on the Roosevelt trail that is being blazed by his political foe and potential antagonist next year, James M. Curley.

But that is not the entire story as far as the Governor is concerned. He owes a political debt from the last campaign to both Roosevelt and Smith. Roosevelt aided Ely's campaign last year by making a personal request to former-Mayor Andrew J. Peters of Boston, to keep out of the primary. This was a distinct aid when the Ely fortunes did not look any too bright, especially with grounds for belief that national organization was more intrigued with the idea of having former-Mayor John F. Fitzgerald of Boston carry the party's gubernatorial banner than that Ely should undertake the role.

There are many who doubt that the true story of the sudden visit of Jouett Shouse, potent member of the National Democratic organization, to Boston in the early days of the primary campaign has ever been told. Ostensibly Shouse was on his way to "vacation" with his family. He insisted on that and devoted much of his discussion, designed for publication to praise of Frank J. Donoghue, chairman of the Democratic State Committee. What went on behind the scenes is another matter. Why Fitzgerald remained closeted with his henchmen that night in a Boston hotel while he was officially "out of town," and why there was considerable telephonic conversation, either personally or through an intermediary, between Fitzgerald and Shouse that same night, have never been explained. They might have been explained if illness had not suddenly fastened upon Fitzgerald and taken him out of the primary. But that is another story which paved the way for a triumphal march by Ely to the Governorship.

The Shouse incident has been mentioned above to indicate that there may be reasons why Ely might have reason for not feeling particularly grateful toward certain elements in the national organization. And Smith, beyond a shadow of a doubt, was the leader of the national organization.

Smith Visited Boston.

Smith, however, made a personal visit to Boston on behalf of Ely a week before the election and packed the Boston Arena to capacity. It was a fine gesture, but if ever a show was stolen from the man to whom it rightfully should have gone, Smith stole that show. It was an act of political courtesy, however, that cannot be ignored and Ely must pay that debt.

As it figures now, the odds are that Ely will be inclined toward Smith, but whatever stand he takes there will be little twinges of hurt pride, one presumes, knowing how thin-skinned politically the Governor is.

In his communication to Secretary of State Cook, regarding the formation of the Smith organization, Rep. Hagan said:

"The Alfred E. Smith for President League of Massachusetts for the purpose of endeavoring to bring about the nomination and election of a great humanitarian, an able statesman, a courageous leader, a keen student of politics, a broad-visioned planner, an outstanding Democrat and the one who has cemented the party in Massachusetts and who has the utmost confidence in the people of the State is hereby formed to bring about the election of delegates pledged to the support of Alfred E. Smith for President."

Governor Declines to Comment.

Gov. Ely, when reached at his home in Westfield yesterday afternoon, said that he did not care to comment on the organization of the Smith club at this time. He was an ardent Smith supporter during the last presidential campaign and his Western Massachusetts friends predict that he will be with the former New York governor again if Smith decides that he wants to run for the nomination.

ST. LOUIS STAR 6/27/31

Boston's mayor has asked and been denied the right to pasture cows on the site of Boston's new postoffice, long delayed. He might come out here and try to raise goats on the site of our Municipal Auditorium.

SPRINGFIELD NEWS 6/30/31

NO CHANCE OF RANCOR HERE

Announcement that a Smith-for-President club is being formed in Massachusetts, closely following in the wake of the boom for Gov Roosevelt of New York will not seriously disturb the Democrats of this state whether they are for Roosevelt or Smith. At the present moment there is no doubt of the preponderance of Smith sentiment. Anyone who attempts to refute this argument writes himself down as a pretty poor student of politics, at least the politics of Massachusetts. Likewise it is admitted that Roosevelt's position in the democracy of the state is an exalted one.

It is certain then that if Smith decides to run and he is opposed in this state by the Roosevelt adherents it will be a good natured battle, if it can be called a battle. But the unalterable fact remains that such a condition would not result in a serious schism in the Massachusetts democracy. Both men are held in such high esteem that the Democratic electorate would consider it a privilege to support either of them.

If Smith runs and Roosevelt should also decide to enter the field as a candidate for the Democratic nomination for President Massachusetts democracy will be heart and soul for the winner, whoever he may be. It is inconceivable that the situation would result in anything remotely resembling bitterness, or a schism that would ultimately damage the cause of the democracy. There is no warrant for apprehension on this score.

Even if by some miracle Roosevelt should win a majority of the Massachusetts delegates to the convention the Smith adherents, far from nursing bitterness or rancor would be found working tooth and nail for the New York governor. It is a case of where there are two such splendid personalities from which to choose that even the most captious of Democrats would be handsomely satisfied with either.

So none need fear that the organization of a Smith-for-President club, following the Roosevelt boom in Massachusetts, bodes ill for the great Democratic party. Happy the party that can make a selection from two such aspirants as Roosevelt and Smith. And happy the workers would be to support either. There can be no doubt of that.

There will have to be some other indication of a serious break in the Massachusetts democracy to support any theory wherever and however expressed that the situation revealed today can damage in the slightest the prospects of the Democrats.

SPRINGFIELD NEWS 6/30/31

WELFARE DEPARTMENT COSTS

Mayor Curley, contemplating a rising tax rate says that the allowances made to dependent families in Boston must be cut down. The advice is good for every city, including our own. With the experience of last winter in mind, our inexperienced dispensers of the public funds should learn something, and teach dependent families to get down to hard pan. The liberality of which Mayor Curley complains is duplicated everywhere. There are favored people in every city who get very large sums from the public treasury, while others no less deserving must come down to hard pan and receive a very small dole. If we are to live through another hard winter, the liberality of last winter must not be continued. Boston cannot stand it, nor can any other Massachusetts city.

The administering of public relief is a sceince with the experts of the Community Welfare associations. Their care and their methods should be copied by the man in charge at City hall. The circumstances of the family must be more closely inquired into. Where the daughters of assisted families walk the streets attired in all the colors of the rainbow, the family allowance may well be cut down, for it is plain that the children are not taking these hard times seriously. Those people who have money in the savings bank and are receiving aid, should be put off the list. Many such instances have been found in the big cities. Credit at the grocery should not be made to cover items of malt extract or cigarettes. We have not noticed that men receiving city charity have yet given up tobacco.

In spite of recent good news the hard times are not yet over. They have lasted so long that we are compelled as a city at this time to draw in our belts another notch and face the task of the next winter's doles. We must get down to hard pan or plunge ourselves into debt which will bother us for years. We will do well to follow the example of Boston and scan the charity list very closely. More money may safely be given to some distressed families, but those previously over favored, may well be cut down as is being done in Boston and elsewhere

GLOUCESTER TIMES

THROWING THE BULL.

Postmaster General Walter Folger Brown knows his Boston very well, both cold roast and otherwise. He is a member of the class of 1892 at Harvard, and spent a year after that at Law School. In his class were "Tom" Lamont, now an LL.D. and Cameron Forbes, ambassador to Japan. Therefore he understands Boston politics. His postscript to the letter to Mayor Curley was not exactly the retort courteous, but it was in answer to the taunt injudicious. In any man less great and exalted than Mayor Curley, we might have called his request to be allowed to pasture the municipal cow on the postffice lot sheer impudence. We must frown of course on the use of the word "bull" to indicate light, airy, persiflage, but one cannot help in company with half of New England, being tickled at the Postmaster General's answer to the loquacious Curley.

Mr. Brown's words, to be exact, were "Referring to your desire to pasture the municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull." We looked in vain in the dictionaries for the latest meaning of the word "bull." We take it to mean airy, irresponsible nonsense from a person who does not appreciate the virtue of silence. How just this intimation that Mayor Curley is addicted to "throwing the bull" is, we will leave to our readers.

SPRINGFIELD NEWS 6/30/31

STATE LEAGUE FORMED TO BOOM "AL" SMITH

Boston, June 30—The first political committee formed to bring about selection of delegates to support Alfred E. Smith for President at the next Democratic national convention, was announced this afternoon, when Representative James E. Hagan of Somerville filed with the state secretary the necessary papers. Officers of the committee are: Hagan, chairman; Arthur D. Healey of Somerville, Representatives John A. Jones of Peabody and William H. oyle of Malden, vice-chairmen; Arthur Walsh of Somerville, secretary, and Miss Mae Hogan of Somerville, treasurer.

This committee is formed with the idea of furthering Smith delegates if Smith gives his consent for them to run as pledged to him. He has not given that consent, or made any other announcement of his candidacy thus far. The fact that Somerville is the home of the majority of the officers is interesting in view of the fact that Mayor John J. Murphy of Somerville already has filed similar papers with the state secretary, in support of Gov Franklin D. Roosevelt for President.

Mayor James M. Curley of Boston is for Roosevelt, also, while Gov Ely is for Smith if he decides to run and Roosevelt if he doesn't. Indications are that until Smith makes known his intentions, Massachusetts Democrats are going to be pretty well divided between these two men.

NORTH ADAMS TRANSCRIPT 6/30/31

FORM SMITH FOR 6 PRESIDENT CLUB

Democratic Group to Sponsor His Candidacy

DISSENSION SEEN

Move Splits Party in Two Hostile Camps, With Another Group Favoring Roosevelt.

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The question is likely to prove an embarrassing one to the governor politically. After the defeat of 1928 the Smith chances do not look any too good.

In politics, as in horse races, it doesn't pay to back a loser. And yet it will not be easy particularly for the independent and politically sensitive Gov. Ely to trail along on the Roosevelt trail that is being blazed by his political foe and potential antagonist next year, James M. Curley.

But that is not the entire story as far as the governor is concerned. He owes a political debt from the last campaign to both Roosevelt and Smith. Roosevelt aided Ely's campaign last year by making a personal request to former Mayor Andrew J. Peters of Boston to keep out of the primary. This was a distinct aid when the Ely fortunes did not look any too bright, especially with grounds for belief that national organization was more intrigued with the idea of having Former Mayor John F. Fitzgerald of Boston carry the party's gubernatorial banner than that Ely should undertake the role.

There are many who doubt that the true story of the sudden visit of Jouett Shouse, potent member of the national democratic organization, to Boston in the early days of the primary campaign has ever been told. Ostensibly Shouse was on his way to "vacation" with his family. He insisted on that and devoted much of his discussion, designed for publication to praise of Frank J. Donahue, chairman of the democratic state committee. What went on behind the scenes is another matter. Why Fitzgerald remained closeted with his henchmen that night in a Boston hotel while he was officially "out of town," and why there was considerable telephonic conversation, either personally or through an intermediary, between Fitzgerald and Shouse that same night, have never been explained. They might have been explained if illness had not suddenly fastened upon Fitzgerald and taken him out of the primary. But that is another story which paved the way for a triumphal march by Ely to the governorship.

The Shouse incident has been mentioned above to indicate that there may be reasons why Ely might have reason for not feeling particularly grateful toward certain elements in the national organization. And Smith, beyond a shadow of a doubt, was the leader of the national organization.

Smith, however, made a personal visit to Boston on behalf of Ely a week before the election and packed the Boston Arena to capacity. It was a fine gesture, but if ever a show was stolen from the man to whom it rightfully should have gone, Smith stole that show. It was an act of political courtesy, however, that cannot be ignored and Ely must pay that debt.

As it figures now, the odds are that Ely will be inclined toward Smith, but whatever stand he takes there will be little twinges of hurt pride, one presumes, knowing how thin-skinned politically the Governor is.

In his communication to Secretary of State Cook, regarding the formation of the Smith organization, Rep. served, smilingly, that his political Hagan said:

"The Alfred E. Smith for President League of Massachusetts for the purpose of endeavoring to bring about the nomination and election of a great humanitarian, an able statesman, a courageous leader, a keen student of politics, a broad-visioned planner, an outstanding Democrat and the one who has cemented the party in Massachusetts and who has the utmost confidence in the people of the State, is hereby formed to bring about the election of delegates pledged to the support of Alfred E. Smith for President."

Ely Is Silent

Westfield, June 30—Gov. Ely, when reached at his home here yesterday afternoon, said that he did not care to comment on the organization of the Smith club at this time. He was an ardent Smith supporter during the last presidential campaign and his Western Massachusetts friends predict that he will be with the former New York governor again if Smith decides that he wants to run for the nomination.

BROCKTON TIMES 6/29/31

Pith Point Punch

Question—Fireworks—Better Streets

$20 a week.

Is it worth working for?

If you were a young man, married, with two small children, had had no work for two or three months, no savings, no income of any kind and no reserve, would you work for $20 a week, and be glad to get the job and the weekly envelop?

Or would you pass it up because you hadn't had to work for less than $35 a week for the last few years?

As an average citizen who would say yes quickly to the first part of that question, isn't it hard to imagine that there are men who are saying no, decisively, and sticking to it?

This does not mean that there are plenty of $20 jobs. There are not. But there was one open the other day and a young man in the above circumstances declared emphatically that he "never" had worked for $20 a week, and he didn't intend to start doing it now.

man will probably dish up some nice weather.

Beach pajamas for the girls at the Montgomery Ward & Co. store on the Parkway. A novel idea as well as practical. They're cool and comfortable. Ask the woman who wears 'em.

Mayor Curley of Boston dropped in at W. F. Hurley's home Saturday afternoon to attend the O'Connor-Hurley reception. He didn't forget the present. It was a beautiful silver service. Mayor "Jim" never does things in a half way fashion.

Last weekend just about finshed up the June weddings. Maybe other years have had just as many, but it seems that Saturday and Sunday have been more popular this month than ever.

Fireworks shops opened today. From now until the Fourth there'll be firecrackers popping aplenty. Modern youngsters don't like to wait until the actual day itself before they start celebrating. Fifty or more shops are dispensing the

SPRINGFIELD UNION 6/30/31

On The Firing Line

By R. C.

(During the absence of R. P. M. on his vacation the Firing Line will be conducted by R. C. of The Union Editorial Staff.)

Owing to a misunderstanding, or something, the Soviet officials instructed to refuel the Post and Gatty airplane, put in a much heavier load of gasoline than the plane could lift. Confusion is thought to have arisen over the difference between gallons and liters, but our own theory is that the Russians are so used to thinking in terms of five-year plans that they are no longer able to measure the meager requirements of a round-the-world hop in an airplane.

The Federal Government has thrown such a scare into the ranks of racketeers that it has effected radical curtailment in costs of funerals, a manufacturer stating that a coffin rarely costs more than $1000 any more.

What with the advent of the radio, the airplane, television and the like, the imagination is unable to conceive the ends of scientific research, and a Chicago specialist on insects in the course of an experiment succeeded in setting fire to the end of his dog's tail with the aid of Old Sol and a large magnifying glass.

The $100,000 tiger hunt being organized in New York is not believed to have any political implications.

"Post and Gatty Arrive in Blagoveshchensk."—Headline. The intrepid fliers are said to have experienced great relief after successfully negotiating the last two syllables.

In taking leave of the party of American mayors as they were sailing home a French government official said: "France will never forget your visit." This seems to refute the contention that the French lack a keen sense of humor.

After Mayor Curley's controversy with Postmaster General Brown over the postoffice site the "Boston bull" will probably have a new connotation.

Still, one may not easily understand Mayor Curley's solicitude for the municipal cow when it is recalled that this bovine first laid out the streets of Boston.

WORCESTER TELEGRAM 6/29/31

SMITH NOMINATION GROUP ORGANIZED

Battle Seen With Roosevelt Forces For 1932 Contest

By Telegram State House Reporter

BOSTON, June 29.—A group of Democrats filed notice of organization with the secretary of state today of a committee to work for the nomination of Alfred E. Smith for president. A committee was formed several days ago in behalf of Gov Franklin D. Roosevelt of New York.

While on the surface it looks like an unimportant struggle, the formation of opposing groups is interesting in view of Mayor Curley's outspoken support of Roosevelt and the decision of Governor Ely and Sen. David I Walsh to remain with Smith until he takes himself out of consideration.

The majority of Massachusetts leaders declared that Governor Smith is their first choice, and that if he is not a candidate they are for Governor Roosevelt. Mayor Curley, however, has said that Governor Smith knows he won't be a candidate and should say so now.

The Roosevelt organization, which is headed by Mayor John J. Murphy of Somerville, is going ahead with elaborate plans for nomination of Roosevelt despite the Smith sentiment. Their whole campaign is based on the belief that Smith won't run. They have active workers in the field, including Charles H. McGlue, a former chairman of the state committee, and former Sen. Francis X. Quigley of Holyoke.

Rep. James E. Hogan of Somerville heads the Smith committee, according to the papers filed today. Among the vice chairmen is Arthur D. Healey of Somerville, who plans to be a candidate for mayor against Mayor Murphy.

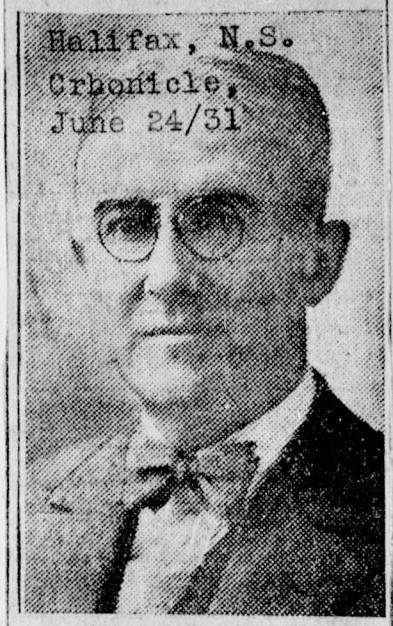
Other members of the Smith committee are Reps. John A. Jones of Peabody and William H. Doyle of Malden, vice chairmen; Arthur Walsh of Somerville, secretary, and Miss Mae Hogan of Somerville treasurer.

Massachusetts Democratic leaders have in general deplored the early activity in behalf of Governor Roosevelt, fearing that it may lead to complications. Brig. Gen. Charles H. Cole, who was the 1928 candidate for governor of the party, and former Mayor John F. Fitzgerald of Boston have been outspoken against any activity in behalf of Roosevelt.

Political correspondents who accompanied Governor Roosevelt to Manchester-by-the-Sea, where his candidacy for the presidency was really launched by Col. Edward M. House, said the opinion in New York state was that eventually Governor Smith would give Roosevelt his support, but that definite announcement might be delayed for many months. They predicted this belief on the assumption that Governor Smith, as titular leader of the party, would be shorn of much of his present powerful influence the moment he took himself out of the picture, and that he desired to hold that place as long as possible, so that he could dictate the nomination of the next Democratic candidate for president.

ACCEPTS FLAG FROM MAYOR OF BOSTON

Halifax, N.S. Chronicle, June 24/31



HARRY C. MURPHY
President of the Kiwanis Club of Halifax, on behalf of that club, received an American flag yesterday, presented by Hon. J. A. Conry, official representative of Mayor Curley of Boston.

BOSTON MAYOR PRESENTS FLAG TO KIWANIS CLUB

Presentation is Made by Hon. Joseph A. Conry, Traffic Commissioner

"It is an honorable distinction for me, acting on behalf of Hon. James Curley, Mayor of Boston, to present to this representative body of business men of Halifax this American flag," said Hon. Joseph A. Conry, Traffic Commissioner of Boston, in an address before the Kiwanis Club of Halifax yesterday.

"Mayor Curley offers this flag as a faithful evidence of the enduring friendship between the people of Nova Scotia and Massachusetts. You are asked to cherish this flag as a bond uniting the two countries having common ties to be perpetuated in prosperity and adversity.

'Mayor Curley has just opened in Boston a public bath-house, which costs upward of half million dollars. With your beautiful harbor and many miles of seaside, you have developed many skilled swimmers, boys and girls. You are invited to send to Boston two teams of boys and girls to enter some of our August aquatic events. Moyar Curley will present a trophy in the shape of a silver cup to the Halifax young man or woman winner of a special race arranged in their honor. It is to be hoped that a large delegation will visit Boston in connection with this affair."

Mr. Conry came to Halifax as Mayor Curley's representative at the unveiling of the Cornwallis statue on Monday and remained in the City to address the Kiwanis Club yesterday. Referring to his native city, he said that Boston spends 25 million dollars annually on her schools and seven million dollars on her hospitals. The traffic commission, of which he is the director and which has been in existence for anly a few years has already spent $278,000 on traffic signal lights alone and, if they installed all the lights that various sections of the City asked for, it would cost a million dollars.

The Boston commisioner cited these figures to show the difficulty of coping with the increased cost of government. Four years ago, nobody had thought of asking for signal lights for Boston traffic, yet now the requests, if granted, would cost a million dollars. Referring humorously to the difference in the attitude of the "ins" and "outs," he told of an Admiralty inquiry at Portsmouth, England, 300 years ago into the cost of harbor works there. A critic denounced the expenditures and said that if it kept up, the country would go bankrupt. That was centuries ago and the critics had been saying the same thing ever since. When the Opposition gets into power, he asserted, what was extravagence on the part of the previous government, becomes an essential expenditure for the new government.

'I wish the folk at Washington would be more neighborly in the matter of tariff rates," said Mr. Conry, urging lower tariffs on agricultural and dairy products. From this he developed a little talk on the St. Lawrence waterways project and the effect of the present tariffs on the prospects of that scheme. He, personally, was not so enthusiastic over the proposal, but he thought that the best way to get results was by informal discussions before such international organizations as the Kiwanis Club. Gatherings of this kind helped to clear away misunderstandings and with a clear knowledge of the situation, it was easy to avert legislation that was due to misunderstanding.

The speaker was introduced by Hon. O. P. Goucher, Minister of Agriculture in the Nova Scotia Government, and the flag was gratefully received from Mr. Conry by Harry C. Murphy, President of the Club.

The flag staff is engraved as follows:

"Presented to the Kiwanis Club of Halifax, Nova Scotia, by Honorable James M. Curley, Mayor of Boston, Massachusetts. Faithful evidence of enduring friendship between the people of Nova Scotia and Massachusetts. Cornwallis Day, 1931."

Guests at the luncheon included Chief Justice Chisholm, Mayor Ritchie, C. W. Eisenor, C. H. Wright, L. A. Gastonguay, Halifax; Commander W. H. Coysh, D.S.O., Buenos Aires; and F. C. Lee, the American Consul General at Halifax.

NEW YORK TIMES 6/29/31

Money for Recreation.

New York City spent a substantial amount on public recreation activities last year, $3,290,095, exceeding Chicago, its nearest rival, by a handsome margin. But the National Recreation Association points out that the per capita expenditures tell a very different story. Boston considered public recreation important enough to justify an expenditure of $2.02 a head. Cleveland, Milwaukee, San Francisco and Newark all spent more than $1 on this basis, but New York lagged far behind with a per capita outlay of only 47 cents.

It should be noted in fairness to New York that the expenditures reported in this survey are exclusive of the money spent for park land and general park maintenance. They refer solely to land maintenance facilities and leadership costs involved in organized activities. New York has been spending a great deal lately on the acquisition of new parks.

The city ought to be doing even more in providing recreational facilities for her boys and girls. Most of them live in more cramped quarters here than in other cities. They have further to go to get into the country. They need a place to play near home. Every year it is going to cost more to provide them with reasonably accessible playgrounds in the heart of Brooklyn and Manhattan.

NORTHAMPTON GAZETTE 6/25/31

LAST RITES HELD FOR O'SULLIVAN, INVENTOR OF THE RUBBER HEEL

Lowell, Mass., June 25—(AP)—With William, Cardinal O'Connell, his friend of more than 50 years in the sanctuary of St. Patrick's church, the last rites of the Roman Catholic faith were conducted today for Humphrey O'Sullivan, 77 year old inventor, who died Tuesday. At the conclusion of a solemn requiem Mass celebrated by Rev. Dr. John J. McGarry, pastor of the church, the cardinal delivered a brief eulogy.

The services were attended by U. S. Senator David I. Walsh, Mayors James M. Curley of Boston and Thomas H. Braden of this city and numerous other persons prominent in city and state activities.

Mr. O'Sullivan, inventor of the rubber heel, had given most of his large fortune to charity during his lifetime. He was a knight of St. Gregory, and had been prominent in the Democratic party.

Burial was in St. Patrick's cemetery.

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WORCESTER TELEGRAM 9/28/31

Noting the return of the party of 19 American mayors from their trip abroad, we cannot help thinking how much more effective was the European trip of Boston's mayor, who went solo and who broadcasted a speech from the highest point in Paris. He got more out of his trip than all the other 19 put together.

These American mayors of course conducted themselves quite properly, but to the end of their days they will probably be asked more questions about the things they did not see than the things they did see. We do not for a moment believe that any one of them found himself in the position of the man who attended the gay party and who was asked the following day to tell his wife all about it. He did so, very well until he came to the delicate point of discussing the behavior of the crowd. Then he slipped.

"Well, some of the fellows," he said, "drank a little more than they should, I'm afraid---it was rather disgusting to me; especially when one of them got so bad that he stepped on my hand."

(CONTINUED)

WORCESTER TELEGRAM 6/28/31

Burden of Appointments

Incidentally, the governor's experience with making appointments is that of all executives. We sat one day in the office of a new United States Senator, at Washington, and asked the inevitable question—how he liked it. "Well," he said, "I like some things about it, and I suppose I'll like it better the more I get into the way of things. But let me tell you, my first thought is this: When I was sent down here I thought I was a statesman, but I discover that I am really the head of an employment office."

Before we bid farewell to the department of motor vehicles and the new registrar, here's a thought that persists: The governor said at Westfield that the registrar was more called on for after-dinner speeches than any man in the state except the lieutenant-governor. As the new registrar goes about the state speaking he will make a great many friends. What are his ideas as to his own political future?

The burdens of our governors are likely to become heavier rather than lighter; also their authority and power. The tendency of government, national and state, is towards concentration of authority in the executive branch—which was by no means the idea when this commonwealth and when this nation were formed. Both the federal Constitution and the constitution of Massachusetts give precedence of place to the legislative branch. In those days experience with colonial executives had not always been happy, and it was in the minds of the founders that the liberties of the new nation (and this new state) would be safer with the legislative branch than elsewhere.

The Multiplying Commissions

The number of state commissions multiplies like the oft-cited rabbit. Last Wednesday the governor appointed or reappointed members to 14 commissions. Many, perhaps all, of these are of great value to the state; we may expect more efficiency through them than by other means of seeking the several ends in view. Yet it remains the fact that some of these commissions will virtually legislate for us.

The recommendations of these commissions are not final, their reports may be tossed out of the window, but it is probable that legislation will be guided if not dictated by their findings. Some have to do with special matters, and are obviously pertinent and necessary; but others have to do with rather general matters which used to be entirely in the hands of the Legislature. The legislators are elected. The commissioners are appointed by the governor.

We recently noticed the attorney-general's interesting and challenging opinion regarding the right of the Legislature to restrict and modify the duties and functions of the state auditor; and we noted then that a similar opinion might have similar weight regarding the offices of treasurer, attorney-general and secretary of the commonwealth, except in so far as the duties of the latter are specified in the constitution.

The significance of the attorney-general's opinion lies in this, that the auditor is elected by the people; whereas the powers taken from his office by legislative action are now exercised in the department of administration and finance—which is appointed by the governor. In the present situation the head of that department was appointed by a Republican governor and now serves under a Democrat.

It is conceivable that the duties of the other high elective offices might be materially modified or restricted and these powers transferred to appointive departments.

Governors Need Legal Advice

It is also possible for the governor to appoint a solicitor-general, though the office has had no occupant for a century. The office was established in 1800 and was abolished in 1832. One man held the place during all those years—Daniel Davis. The constitution in Article 123 (Article 9 in the old constitution before rearrangement) provides that "all judicial officers, the solicitor-general * * * shall be nominated and appointed by the governor, by and with the advice and consent of the council; and every such nomination shall be made by the governor, and made at least seven days prior to such appointment."

Thus the provision for this office is alive, though the office has been dead 99 years. A governor so-minded might find a way to revive the office and make his appointment; and the solicitor-general, appointed, could be handed all the important powers now lodged with the elected attorney-general.

Meantime it might be an excellent plan to revive the office, restricting its functions to personal legal advice for the governor in his public duties. Any governor has need for almost constant legal advice, and many governors have retained such counsel at their own expense. The attorney-general has not sufficient time for this work in addition to the heavy routine duties of his office. A solicitor-general might be of great value to any governor and to the commonwealth.

Personal Politics Cooler

Personal politics has been a little cooler hereabouts this week. John Francis Fitzgerald, happily recovering from his recent illness, ventures a pacific bit of counsel, suggesting that in the matter of the presidency Massachusetts Democrats might just as well hold their horses for a time, things being somewhat uncertain. That's reasonable advice. There are now five presidential possibilities in the minds of Democrats, and though this is an Al Smith state, with Franklin Roosevelt running a good second, there are some Democrats here who like Owen D. Young, the Democratic Hoover, Albert Ritchie, perpetual Governor of Maryland, and Newton Diehl Baker, die-hard champion of the League of Nations, one of the two signers of the Wickersham report who came out unequivocally for repeal of the 18th amendment, and a survival of the Wilsonian dynasty.

There has been no new talk about the possible candidacy of James Michael Curley for the Democratic nomination for governor, but within the week we have heard on the Hill mention of Mr. Curley's name for these offices: Governor, Vice President, member of the cabinet, United States Senate, and an ambassadorship.

CONTINUED

WORCESTER TELEGRAM 6/28/31

Tragedy on the Highways

Selection of Orator as Registrar of Motor Vehicles May Mean That Governor Believes Eloquence Is Needed to Stir Public and Reduce Killings

By BEACON HILL

BOSTON, June 27.—The most significant slant on Beacon Hill this week came from the summer capital, Westfield, Thursday night, when Governor Ely told some of the home folks what he thinks about appointments in general and what he thinks about the office of registrar of motor vehicles in particular. It is significant because we are perhaps facing an entirely new era in the problem of our highway motor traffic, with its accompaniment of tragedy.

Past governors have wrestled with this problem, and without much success—which is no fault of theirs, of course. Governor Fuller was insistent on the compulsory liability insurance, and got it; and though it is the fact that the purpose in this legislation was less to increase safety on the highways than to make certain that an injured person, or the estate of a victim, following a motor accident, should have some financial redress, it has in the public mind been a disappointment that the law has not reduced accidents.

Now comes Governor Ely with the appointment of a brilliant young man, Morgan T. Ryan, to succeed the only two men who have filled the office—Frank Goodwin and Captain Parker. He is a different type; but it is with one particular equipment of his that we may for a moment concern ourselves. The governor may or may not have had it in mind in making the appointment, and again in talking about it in Westfield Thursday night. This equipment is his exceptional eloquence as a speaker. For some years we have tried deeds, or acts, without materially reducing the tragedy of motoring. Now maybe we shall do more with words. Seriously, that's so.

In his Westfield talk the governor pointed out that the registrar of motor vehicles was in constant contact with the public; and that he was called on for more after-dinner speeches than any other man in the state with the exception of the lieutenant-governor.

Now, the after-dinner speech is not to be despised as a means for moving public opinion. You can catch more flies with honey than vinegar. It does not appear to do much good officially to damn the reckless or careless motorist. Penalties have not reduced the death rate. It occurs to us, as we believe it had occurred to the governor in making this appointment, that a vigorous, eloquent, entertaining speaker can do a great deal in the way of rousing public opinion, and winning the active co-operation of all motorists towards better conditions on the highways.

This man Ryan is a speaker whose powers are proved. In the Boston Latin school he was class orator, and won a prize for declamation. He won an oratorical prize at Boston College, and was commencement speaker. He was class orator at the Boston University law school. He won an oratorical contest of the Knights of Columbus in 1922. His personality is pleasing, his voice admirable, his method good.

Now let the council approve the nomination, as it undoubtedly will, and then let Registrar Ryan go about the state with his limber larynx and talk safety into the minds and thoughts of all the motorists of Massachusetts.

Safety, and Insurance Rates

There's a financial side to this, too. The governor at Westfield warned of probable higher compulsory liability insurance rates to come, based on the experience of the insurance companies; and he said plainly that we may not look for any decrease in rates until there has come a material decrease in the number of serious highway accidents. So, maybe the registrar can impress on the mind of the motorist that it will be money in his pocket if he can do his part to make the highways safer both for other motorists and pedestrians. Meantime, it seems tough that the careful, conscientious driver, whose record is spotless, must bear the burden of the reckless or incompetent—or maybe just unlucky—driver whose record for accidents is high and who is the reason for the high and higher rates. It ought to be feasible to create a preferred class with minimum insurance rates to consist of those whose record is free from blemish for a continuous period of a specified number of years—say, three years.

Why not a plan by which the new driver automatically falls into the high-rate class, because of his (or her) inexperience and the uncertainty as to his skill and care? If he runs a year free from trouble, give him the benefit of a somewhat lower insurance rate. If he goes three full years spotless, give him membership in the preferred class, with the provision that at his first accident he drops at once into the same class as the beginners, and must work up. We see nothing complicated or difficult in such a plan. It would provide an incentive to careful driving, and it would place the heaviest burden where it belongs—on those whose acts or mishaps cause the actual cost of insurance.

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6/27/31
FALL RIVER HERALD-NEWS

Curley Gets Pithy "P. S." from Brown

WASHINGTON, June 26 (AP)—Postmaster General Brown, in a pithy postscript yesterday disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Referring to you desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's Fourth of July celebration." He had asked permission for the cow to continue to graze there "until the post office department sees fit to proceed with erection of the building, as a means of relieving unemployment." He enclosed a photograph "taken at 3 p. m., June 18," to prove present post office progress was nil, only a foundation being evident though appropriation was made in 1929.

Brown answered Curley that postoffices were built by the treasury department, not the post office department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston post office were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to the "municipal cow."

PORTLAND - PRESS-HERALD 6/27/31

"Wise Cracking" About Boston's Postoffice

Postmaster General Brown has qualified as a "wise cracker," along with Mayor Jimmie Walker of New York, Mayor Curley of Boston and some others. Curley, writing the Postmaster General somewhat ironically, suggested that the municipal cow be picketed on the $6,164,600 Federal postoffice site, which the Government has acquired in Boston and Mr. Brown replied that the "department should not be required to do more than put up with your bull."

Nevertheless, Mayor Curley has some basis for his sarcasm. An appropriation for the Boston postoffice was made in 1929. Construction work has not started, although Boston has counted upon it to provide some work for its unemployed. The delay is attributed by the Postmaster General to the intervention of some Boston citizens to secure the use of New England granite in the construction of the building instead of the Indiana sandstone the Government officials want to use.

This may have occasioned delay, but why shouldn't the Boston people have something to say about the material which is to be used in the construction of this public building? Why shouldn't they endeavor to have New England granite used instead of a building stone from the West, so long as granite is known to be the most durable and finest material for use in a public building, and there are many citizens of New England who earn their living by quarrying this stone?

The truth is that the Treasury Department, which supervises all of the public building construction, is extremely inefficient. It is wrapped up in too much red tape. It is afflicted by a host of petty officials whose business it seems to be to prevent things being done, rather than help their being done. As a time waster, and therefore a money waster, this particular branch of the Treasury Department holds the blue ribbon among all the Government bureaus.

Delay has followed delay in getting busy on the Portland postoffice, as well as the one in Boston. Although the site for the Portland building has been decided upon and Congress passed a law intended to hasten the taking over of sites for public buildings which are acquired by condemnation proceedings, the land has not been taken over yet and apparently it will be a long time before it is.

Portland people are inclined to sympathize with the viewpoint of Mayor Curley of Boston with relation to this postoffice construction for this City is experiencing something of the same kind of treatment that Boston is complaining about.

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How would it do to officially name all the "Governor Councillors' Roads" after the men who have succeeded in getting them built? The successful log rollers ought to be commemorated [illegible]

WATERBURY REPUBLICAN 6/27/31 SALEM NEWS 6/27/31 QUINCY PATRIOT-LEDGER 6/30/31

New Note In Official Utterance

IT seems that Mayor James M. Curley of Boston wrote to Postmaster-General Brown with respect to delay in construction of a new post office on a six million dollar tract of land in downtown Boston. The mayor evidently feels deeply on the subject for in the course of his communication he asked permission to graze a cow on the idle property. The postmaster general replied at length with official restraint until his last paragraph. In that he said: "Referring to your desire to pasture your municipal cow on the post office site, it is my opinion that the Post Office Department should not be required to do more than put up with your bull."

This is good. This is a move by Washington in the right direction. We have long deplored the heavy formality of Washington official utterances. They are commonly long, cold, leaden slabs of language, forbidding both to the eye and to the intellect. Humor, irony, sarcasm, wit, satire—these are so foreign to them that one might think the graces of cerebration were prohibited by law from use in official statements. In short, the Washington official's voice is commonly a voice from the tomb. But Postmaster General Brown has dared to let a shaft of sunshine into his letter to Mayor Curley. It has altogether a dismal sound: it bourgeons into happy irony at the end.

Observe the neat slur upon Boston in the phrase "your municipal cow," with its implication that the Hub is still a tiny hamlet. Note the easy resort to the slang of the day, preceded by the good idiomatic "put up with." Nor could the pun be more apposite. Finally there is the spirit of hearty rebuke about the whole paragraph. Mayor Curley has got his comeuppance, and all we can say is that we hope the harassed postmaster general, besieged by municipal officials from all over the country who want to know when they can get their new post offices, will keep right on slapping them down in this vein.

LAWRENCE TRIBUNE 6/30/31.

VOTES TO EXPAND BOSTON AIRPORT

BOSTON, June 29. (AP)—The Boston City Council today acceded to a request of Mayor James M. Curley and adopted an order of $1,250,000 for the immediate expansion of the East Boston airport. The order was passed following vigorous debate by a vote of 16 to 6.

Under plans as outlined by Mayor Curley the city would expand the present airport by filling in adjjoining mud flats and leveling Governor's island for development into a dirigible mooring station and flying field to be connected with the main airport.

Councillor Laurence Curtis, 2d, in opposing the measure warned that the government had not yet signed the lease turning over Governor's island to the city for development.

SAY BOSTON TOO GENEROUS WITH THOSE LOAFING

Large Families Get as High as $24 Weekly From City; Mayor Curley Orders Curtailment of Spending

Boston, June 27—Mayor Curley yesterday ordered a substantial curtailment of the expenditures of the public welfare department.

To economize in accord with the demands of the mayor, the schedule of weekly payments must be immediately and sharply revised and brought closed to similar schedules which are considered to be ample in cities of comparative size.

The mayor acted to avert the need of providing the welfare department with $1,200,000 in excess of the fund of $6,432,708 incorporated in the 1931 budget. The latter includes $181,100 for administrative expense and $500,000to meet the estimated cost of the old age assistance act which becomes effective July 1.

Expenditures for relief and for mother's aid during the first five months show an average of $580,000 or at the rate of $6,960,000 for the year. Maintenance of this average, which has not shrunk since the passing of winter, and including administrative costs and the old age assistance act, would mean an aggregate welfare department cost of $7,641,000.

The only visible offset to officials who have been attempting to discover some method of reducing expenditures will be the indeterminate amount representing the savings in relief payments to persons 70 years or over who will be transferred to the old age assistance rolls next week.

Such a saving would have no financial importance this year because there will be no reimbursement by the commonwealth of the outlay for old age assistance until next year.

Disclosure of the cut ordered by the mayor followed a long conference which he held with the overseers of public welfare, City Audotor Carven and Budget Commissioner Fox.

There has been sharp criticism of the generosity of the overseers in determining the amount of weekly cash relief necessary for the maintenance of families and the Boston schedule, which has had a maximum in the cases of very large families as high as $24 weekly, has been attacked as unjustifiable.

TAXPAYERS' STRIKE

(Boston Herald)

When the owners of property in Boston valued for purposes of taxation at $140,000,000 petition for abatements something must be amiss. The depression has aggravated the plight of the realty owners, of course, and stirred many of them to action, but the more or less inflated prosperity which the community enjoyed for a number of years tended to make these same men remain passive in spite of unwarranted assessments. Everything seemed to be going so well that they did not care to interrupt progress. The present appeals for abatements would have been filed even if the slump had not gone as far in one direction as the boom in another.

The inequitable, arbitrary, and unjust appraisements of city realty had reached such a point in Mayor Nichols' administration that he ordered a complete re-examination under the direction of Prof. Charles J. Bullock of Harvard. Mayor Curley, although he has dispensed with the advice of that gentleman, is wisely continuing the activities which Mayor Nichols initiated. The work is going forward slowly, and, of necessity expensively. It will be well worth what it costs, however. The findings will be the basis of our realty taxation program for a generation to come. The mere fact that the mayor has approved the general scheme of his predecessor is convincing evidence of the necessity of a "Domesday Book" on a basis as nearly scientific as possible.

The petitioners for abatement and reductions hardly expect that their claims will be allowed in full. If they were, the tax rate itself would go up, and the beneficiaries would lose by the increase something of what they gained by the decreased valuation. A number of the cases are, no doubt, pretty flimsy. The mere extent of them, however, and the resurvey now in process lead to the conclusion that a revaluation was badly needed, that many of the petitioners have a real grievance and that the limit of assessment has been reached.

MATTAPAN - MILTON NEWS 6/-7/31

Washington, D. C. (Autocaster)—President Hoover's trip West for the purpose of addressing the Republican editors of Indiana and making a speech at the dedication of the Lincoln Memorial at Springfield, Ill., is being taken by observers here as a preliminary canter to the active work of the presidential campaign next year. Denials that he had any such motive were issued from the White House days before he made the trip, but they were taken here as routine denials.

The facts are that voters are looking farther into the future this year than they have ever done, except perhaps in the days when Bryan was expounding his free silver doctrine three years before he was nominated to run against McKinley in 1896. The same reason for public interest in the national election existed then as now, general depression, both in this and other countries. Voters looked to a political Moses to lead them out of their troubles. Bryan's plan appealed immensely to almost half the voters and he nearly won the election. .

There is no question but that Republican leaders realize that the attempts being made by the Democrats right now to blame the country's troubles on the G. O. P. must be answered often and early and Hoover's short swing into states that have been flirting outrageously with his political enemies can have but one real purpose; much as he may attempt to disguise it by speaking on other topics.

Franklin Roosevelt is also lining up his forces, his recent visit to Col. House, which resulted in his gaining the public support of Mayor Curley of Boston and other Bay State politicians who previously had shown a strong liking for Owen D. Young, showing he is intensively at work. Roosevelt is an astute campaigner and his relationship to Theodore Roosevelt will gain him many votes from Republicans, his supporters claim. That he is not overlooking that angle was demonstrated by Mayor Curley's remark that "it was time we had another Roosevelt in the White House."

Older people who have lived through several other panics will not be swayed by the old "dinner pail" promises, as they have learned that prosperity does not depend upon which party rules but only on the natural laws of supply and demand. By this time next year nearly everybody expects the country to be enthusiastically on the upgrade and the entire political complexion may return to the flat uninteresting campaigns of former years when the main slogan was "don't rock the boat."

Vincent B. Phelan, of the Department of Commerce, has compipled a book covering the subject of repairs to the home. It is designed to inspire home-owners out of work to fix up their homes during the enforced idleness, or to induce others to give work to the unemployed at a time when they need hepl the most. The book covers such subjects as bureau drawers that stick, floors that squeak, door keys that do not fit, repairing the door bell, eliminating the thumping noise in faucets, insulating the attic, preventing the frosting of window panes and painting inside and outside. Making the repairs now is urged as a measure of economy.

The Government has issued a booklet on "Problems of Wholesale Dry Goods Distribution" that shows that home dressmaking is going out of fashion. More read-made garments are being worn by women all over the country, the report shows, with the result that the fair sex is better dressed now than ever before. One trouble with the business of selling ready-made garments is that styles disappear so fast that manufacturers have difficulty in avoiding heavy losses. Piece goods are becoming a minor department of the business, the book explains.

Incidentally, another survey uncovered the fact that hosiery sales are greater than those of any other merchandise carried by department stores. Their sales approximate five per cent of the grand total for all lines. Men's socks run about one-fifth of the total for hosiery, children's hose accounting for less than one per cent.

That chain stores are not running the independent storekeepers out of business is shown by a study made of the census by a Federal Bureau here, which gives the chains only around 17 per cent of the total business. The figures are drawn from a survey of 489 cities over 10,000 population. Analyzing the figures, it was shown that the chains did less business in the smallest cities, gaining as the cities became larger until in Chicago and Los Angeles they accounted for nearly twenty per cent. Even these figures do not reflect the actual situation as it exists for the small store, the survey shows, as filling stations and other lines not reckoned as shopkeeping are included in the chain totals.

Housewives are cautioned by the National Library here to go carefully through any old trunks they may have in the attic and see if they cannot unearth some historically important document. Dr. Herbert Putnam, the librarian, cites recent finds that have been immensely valuable, among them being some of Benjamin Franklin's old letters, which were found in possession of a tailor in Paris who was using them to cut out patterns. Robert Morris' collection of letters and diaries was found in a stable. Both of these collections are now in the possession of the Library of Congress and are of great importance to the historian. According to the report, almost any old trunk in the possession of a pioneer family may yield up important treasures. It is said the recent find of the Ulster County Gazette was made in a dusty old New York state attic.

BURLINGTON FREE-PRESS 6/29/31

SNAPPY COMEBACK BY POSTMASTER GEN.

WASHINGTON, June 26. (AP)—Postmaster General Brown, in a pithy postscript, has disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's Fourth of July celebration. He had asked permission for the cow to continue to graze there "until the postoffice department sees fit to proceed with erection of the building, as a means of relieving unemployment."

Brown answered Curley that postoffices were built for the treasury department, not the postoffice department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston postoffice were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to

TOWN TOPIC, LOWELL 6/27/31

Mayor Curley Does Not Allow Himself Te Be Used For Purely Scenic Effects

It Was Not Planned To Have Him Prominent In Smith Campaign, Yet He Took Charge Of Whole Show—Select Rooseveltians See Him At Head of Movement They Had Planned To Handle—Chairman Conry of Traffic Commission Takes Over Reciprocity Issue Without Protest From Foss—Quincy Is Now City of Poets and Poetesses

By Matthew Cotton

A great many people, including some of the political writers, are wondering why Mayor Curley has taken such a definite and aggressive stand in favor of Governor Roosevelt for President and has utterly ignored the possibility, if it is a possibility, that Al Smith will be induced to submit himself as a candidate. It will be remembered that in 1928 Mayor Curley had to force his way into the Al Smith campaign, and before he had finished he was in virtual command and was running the big show in Boston. Those who had got behind Al in this Commonwealth had no idea of letting him serve, even as a "prop," but he is not the kind of politician who can be elbowed to one side, and as soon as he saw what was up, he made his plans and followed them through.

There are those connected with the boom for Roosevelt in Massachusetts who, while they appreciate the mayor's ability to run a political show and to make effective speeches, have never been exactly en rapport with him politically. They would have liked to conduct the Roosevelt movement in Massachusetts without his assistance, or rather, without his leadership, but they learned some time ago that they could not do it. My own opinion is that Mayor Curley sees the utter impossibility of nominating Smith a second time and believes that Smith will know a great deal better than allow himself to be projected into a disastrous fight.

It is all very well to talk about a "united Smith delegation from Massachusetts," but plans for that kind of a delegation wouldn't amount to a hill of beans if Smith should make it known, as he probably will, that he doesn't intend to run and will not permit his name to be used. Smith is not as strong in New York as he was three years ago, and he was not as strong on election day in 1928 as it was supposed that he would be. There are reports that Raskob, the man who thought Smith could carry Pennsylvania, desires a Smith delegation from Massachusetts, but Mayor Curley will hardly take orders from Raskob. That select political group of which Mayor Russell is a highly ornamental figure will, as loyal Rooseveltians, have to take their orders from Mayor Curley when the campaign gets under way.

NO BULL HERE

Mayor Curley Would Be Pasturer of Cows May be the Next Governor If He Can Lick Ely in Primary. — Youngman May be Dished by G. O. P. After Being Set-up at Primary.

As we are not in conspiracy with Postmaster - General Brown, this is not another bull story though it does concern James Michael Curley, Boston's gifted mayor, and sometimes wise cracker. Mr. Curley can be the next governor of the Commonwealth, if he can wrest the Democratic nomination from Gov. Joseph B. Ely. And this should not be too hard with his gifts of oratory and persuasive powers when Gov. Ely only was able to defeat the "Ghost Candidacy" of John F. Fitzgerald by a mere 16,000 votes.

For it looks as though the G. O. P. is going to allow Lt.-Gov. Youngman to get on first base and they will toss him out as he tries to steal second regardless of the opposition. They would rather be out for two more years than four, and the Old Guard will give Youngman no primary opposition unless former Gov. Fuller, another party derelict tries to oust Youngman to make another Beacon Hill group picture.

Undoubtedly Mayor Curley contemplates running. He is leaving Gov. Ely alone according to all outside views, and will be under no obligations to him by next election and can seek the nomination if he so desires. And if he goes in Fitzgerald and all of the boys will be on the line with him. He will carry Boston big, even with Ely in the governor's gig and will take all of the Merrimack Valley cities and town.

Hon. James M. Curley can be the next governor of Massachusetts. All he has to do to gain that post is to defeat Gov. Joseph B. Ely for the Democratic nomination next time. It should not be too difficult a task, even though Gov. Ely is now in the saddle. Remember Ely defeated Fitzgerald by only 16,000 votes, even after Fitzgerald withdrew. And Ely carried Boston to do it. Curley would carry Boston and Lowell as well as Connie Cronin, dished by Ely could do a lot in this town for his friend, Jim Curley.

It appears as though the Republicans are going to dish Willis Youngman. They would rather be out two more years than four more, and the election of a Democrat is the shortest cut to put the old G. O. P. lineage back in the saddles. Lt.-Gov. Youngman is not of that group, and yet he may fool them as did Alvin T. Fuller.

It appears that Lt.-Gov. Youngman will be given the nomination unless he is opposed by former Gov. Fuller. And this appears quite likely. This means that Speaker of the Senate, Gasper Bacon will be the lieutenant governor candidate, and he will be so nominated and elected. He will have little or no opposition.

Figuring that the G. O. P. will dish Youngman, Mayor Curley sees a chance of a lifetime to be governor and he undoubtedly will seize it. And he is the class of campaigner and only out done by Al Smith as a swayer of votes.

SPRINGFIELD UNION 6/27/31

In answer to the request of Mayor James M Curley of Boston for permission to pasture the municipal cow on the site of the new postoffice building in that city, Postmaster General Brown has replied, "It is in my opinion that the department should not be required to do more than put up with your bull." This is the first official mention of Boston's municipal bull, at least from an official source in Washington, and it is the first intimation that the bull had been attracting any attention in the Nation's Capital.

Whether or not this new prominence and distinction will make the Commonwealth, which has long been familiar with Mayor Curley's dexterity in throwing the aforesaid bull, swell with pride remains to be seen. The Mayor is indubitably—one might almost say inordinately—fond of the bull, as also appears to be a very large element among the citizenry of Boston, and it is not too much to say that no small measure of his political success has been due to this attachment.

To digress for a moment, it may be and probably is unnecessary to explain that the bull referred to in this instance is not the Boston bull of the dog shows, which, though estimable enough in its way, is an entirely different animal.

But while the Boston Democracy does love to rally 'round the bull, as one might say, all Boston is steadfast in its reverence for the municipal cow, to the maternal ancestor of which the city is indebted for the picturesque layout of its street system. It was undoubtedly the popular solicitude for the cow's welfare that prompted Mayor Curley to appeal for the grazing privilege on the postoffice site.

Incidentally the Mayor, somewhat inconsistently, it would seem, appeared to be a bit peeved at the lack of progress on the new postoffice building, the one and only circumstance which left the site available for grazing purposes, and he was disposed to be critical of the Postoffice Department for this delay, a fact which caused some surprise to Postmaster General Brown, who naturally assumed that Mr. Curley, as a former-congressman, was well aware that the construction of the building is not in the hands of the Postoffice Department but of the Treasury Department, and also that the delay was entirely due to the insistence of Boston itself on a change in the plans of the building which would substitute granite for limestone as the material to be used.

That matter, however, is entirely aside for the subject nearest to the heart of Mayor Curley. The municipal cow, it seems, will have to find some other grazing place, and Boston still waits to see what the Mayor will do with the bull.

SPRINGFIELD UNION 6/26/31

"Putting Up with Your Bull Enough," Curley Told After Request to Graze Municipal Cow

WASHINGTON, June 25—(AP) Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the Cabinet officer to the Mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction" in Boston on the Fourth of July. He had asked permission for the cow to continue to graze there "until the Postoffice Department sees fit to proceed with erection of the building as a means of relieving unemployment."

He inclosed a photograph "taken at 3 p. m., June 18" to prove present postoffice progress was nil, only a foundation being evident though appropriation was made in 1929.

Brown answered Curley that postoffices were built by the Treasury Department, not the Postoffice Department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston postoffice were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to the "municipal cow."

6/26/31
LAWRENCE TRIBUNE

BROWN MAKES REPLY TO BOSTON'S MAYOR

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6/26/31
NORTHAMPTON GAZETTE

CURLEY GETS A PITHY REPLY

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FALL RIVER HERALD-NEWS 6/26/31

G. O. P. BAKE WILL INDICATE LINE-UP

Republican City Committee Starts Plans Next Week for Important Political Outing.

The Republican State committee will provide the principal speaker for the annual clambake of the Republican City committee this year but Lieutenant Governor Youngman, to be a candidate for the nomination for governor, will be one of the main figures on the program.

The local committee will start next week on its preparations for the event and hopes to make the affair an important outing. While no election is scheduled this year, the Republican party will be working all the time in an effort to win back the governorship and strengthen its position all along the front.

The annual bake will give some inkling to the townfolk of the aspirants for various offices. The whole crop will not be out but some of those getting an early start and desiring to acquire the air of being a party figure will be greeting all comers and nodding in general. Ambitions are often uncovered at a political clambake.

The governor situation is the chief worry of the G. O. P. of this commonwealth right now, has been for several months and will get attention from until the election next year. Whether the party leaders in the end will have to swallow their feelings, slap Youngman on the back and give him the party label has not been admitted. It will hurt if they have to do it, there is no doubt about that, and other possibilities, capable of giving either Governor Ely or James Michael Curley a real fight for the job, will be considered a long time before they are abandoned in favor of Youngman.

Youngman did well in this section in the campaigns for state treasurer and lieutenant governor and has been cordially greeted at gatherings of Republicans in this vicinity but what he can get in seeking the governor position cannot be estimated when the other candidates are unknown.

Fuller and Allen.

At the present time former Governor Allen and former Governor Fuller are not regarded as probable candidates. Allen made a gesture which was taken by some as an indication he was trying to appear less ardent dry than in the past and an indication he was nurturing ambitions for a comeback but right now Boston insiders do not see him as a candidate. Fuller leaped into the limelight a few times recently and every time a man seeks publicity he is figured as wanting to arouse some interest in himself for some berth. Probably Fuller just couldn't resist the chance to use Fall River's unfortunate affairs to take a fling at Democrats in general and Governor Ely and Sheriff Talbot in particular.

Whether the efforts of the Ely opponents to make capital of Fall River's affairs has gained them anything is a question but neither the governor nor Chairman Donahue of the Finance Board and Democratic State Committee paid any attention to the outbursts. Two Boston newspapers featured political articles dragging Fall River into the state campaign without stirring up much reaction.

No doubt the Republican party will make a big fight to win back the state senator job of this district and some aspirants may be detected at the bake. Whether former Senator McLane considers himself finished will be a question arising within a few months.

Curley vs. Ely

The Democrats are facing another terrific primary campaign if early signs mean anything. Tossing Mayor Curley up as a potential vice-presidential candidate by his Boston machine was regarded wholly as a boom for governor. He has been getting a tremendous amount of publicity lately. He always is a big newspaper figure because of his aggressive attitude on matters but he seemed to be gaining more space than ever recently.

Former Mayor Fitzgerald arose from bed this week, after illness, and made reference to the recent shouting by Curley for Governor Roosevelt of New York for president and the stand of Senator Walsh for former Governor Smith. Probably having in mind the suggestion by Curley's forces of offering Curley for vice-president, Dr. Fitzgerald remarked that Governor Ely may be of presidential calibre That was meeting the Curley-vice-president talk and stepping beyond it.

Fitzgerald deplored the assumption in Massachusetts of attitudes which might tend to create discord and engender a row between Smith and Roosevelt. He warned against "rocking the boat."

An Ely-Curley primary fight is already the topic of discussion of the politicians. If it transpires Fall River will see plenty of the campaign because Curley has been a vote-getter here in past years and those who have been disappointed because Governor Ely did not give them appointments they wanted and failed to recognize their demands will be shouting for Curley. Ely will have lusty champions and the battle here will be important.

Talbot for Sheriff

Sheriff Talbot will be a candidate for election to the county position he holds. He announced at a clambake in New Bedford recently that he will definitely be on the ballot for the place. When the governor appointed him it was with the intention that he should seek election and endeavor to strengthen the Democratic party's position in the county and of course incidentally aid the Ely cause.

6/29/31

LOWELL COURIER-CITIZEN

Postmaster-General Brown makes a snappy comeback in his reply to Mayor Curley's suggestion that Boston's postoffice site be utilized as pasturage for the municipal cow, remarking that it is enough for the department to have to put up with the mayor's "bull." Perhaps it is in the Postoffice department, rather than that of Commerce, that the administration now "parks its sense of humor."

PORTLAND PRESS-HERALD 6/27/31

"Wise Cracking" About Boston's Postoffice

Postmaster General Brown has qualified as a "wise cracker," along with Mayor Jimmie Walker of New York, Mayor Curley of Boston and some others. Curley, writing the Postmaster General somewhat ironically, suggested that the municipal cow be picketed on the $6,164,600 Federal postoffice site, which the Government has acquired in Boston and Mr. Brown replied that the "department should not be required to do more than put up with your bull."

Nevertheless, Mayor Curley has some basis for his sarcasm. An appropriation for the Boston postoffice was made in 1929. Construction work has not started, although Boston has counted upon it to provide some work for its unemployed. The delay is attributed by the Postmaster General to the intervention of some Boston citizens to secure the use of New England granite in the construction of the building instead of the Indiana sandstone the Government officials want to use.

This may have occasioned delay, but why shouldn't the Boston people have something to say about the material which is to be used in the construction of this public building? Why shouldn't they endeavor to have New England granite used instead of a building stone from the West, so long as granite is known to be the most durable and finest material for use in a public building, and there are many citizens of New England who earn their living by quarrying this stone?

The truth is that the Treasury Department, which supervises all of the public building construction, is extremely inefficient. It is wrapped up in too much red tape. It is afflicted by a host of petty officials whose business it seems to be to prevent things being done, rather than help their being done. As a time waster, and therefore a money waster, this particular branch of the Treasury Department holds the blue ribbon among all the Government bureaus.

Delay has followed delay in getting busy on the Portland postoffice, as well as the one in Boston. Although the site for the Portland building has been decided upon and Congress passed a law intended to hasten the taking over of sites for public buildings which are acquired by condemnation proceedings, the land has not been taken over yet and apparently it will be a long time before it is.

Portland people are inclined to sympathize with the viewpoint of Mayor Curley of Boston with relation to this postoffice construction for this City is experiencing something of the same kind of treatment that Boston is complaining about.

CORRIERE D'AMERICA – DOMENICA 21 GIUGNO 1931

Il Sindaco di Boston, On. James Curley, ha visitato il mese scorso l'Italia restandone entusiasta. Eccolo ritratto a Roma mentre depone una corona di fiori sulla Tomba del Milite Ignoto.

LAWRENCE EAGLE 6/26/31

HOUSE GIVES BOOST TO ROOSEVELT

After an absence of 15 years from the political spotlight, Col. Edward M. House, the silent man behind the late President Wilson, gathered together some of the leading Democratic politicians at his summer home at Manchester-by-the-Sea, Mass., which was regarded as a significant boost for Gov. Franklin D. Roosevelt of New York for the presidency. Left to right, above, Col. House, Gov. Roosevelt and Mayor James Curley of Boston.

AMHERST RECORD 6/24/31

—Among the suggestions coming from democratic sources, evidently intended to be considered seriously, is that the democratic nominee for president in 1932 should be Franklin D. Roosevelt, governor of New York, the nominee for vice-president, J. M. Curley, mayor of Boston. To democrats living in the South and West, such a proposal is so unique as to merit the distinction of being grotesque. To head their presidential ticket with two men resident in Eastern states is about as probable as that the democrats will nominate Senator Garner of Texas for president and Al. Capone for vice-president.

—Sixty-one graduates were included in the high school class of 1931, whose commencement exercises were held in the Town Hall last Wednesday evening.

PROVIDENCE JOURNAL 6/20/31

MOVE SEEN TO MAKE CURLEY GOVERNOR

Nomination of Eagan for Police Post Starts Political Gossip

Nomination yesterday by Governor Joseph B. Ely of Dr. Owen L. Eagan to the Fall River Board of Police chairmanship, with confirmation next Wednesday believed assured, awoke almost immediately an echo in the shape of a report that a Curley-for-Governor Club is in the making in the city. No little secrecy at present attends the reported formation of the club and the identity of the persons directing the work.

Sending of Dr. Eagan's name to the Governor's Council yesterday came as something of a surprise on the heels of reports the night before that a compromise move in his behalf had fallen short. Supporters of other candidates frequently mentioned for the place were declared to have failed to approve the compromise move. James A. Fitzgerald, former Park Board chairman, was believed the leading contender for the place until Dr. Eagan's name came to the fore.

The city commitee's indorsement of Fitzgerald, however, was soon found to have met with disapproval of city committee leaders, particularly those directing the committee from without.

Dr. Eagan last night said he had no statement to make until after the confirmation by the Executive Council and intimated that he probably would say little then. A reorganization of the Police Commission, however, is expected after he takes over the chairmanship now held by Frederick W. Lawson, who is believed slated for a District Court position.

ROSLINDALE TRANSCRIPT 6/26/31

The inordinate habit which official Washington has of winding and unwinding miles of red tape whenever occasion offers, gets on one's nerves in a locality where one is used to seeing things done. It irks a lot of people round Boston the way that federal postoffice building is not going up in Postoffice square. A long time ago a hole was dug on the spot where the old building was taken down, somewhere in the past century. But the hole is still there. It has not vanished away in the night. And Fourth of July is coming on space. So, Mayor Curley, in casting about for a unique way in which to utilize the government's wasting preserves in the square, modestly offers the use of a good New England cow to find pasturage in the space and so help to keep things green round there. On the whole, the Mayor's suggestion has real merit. For one thing it would impress upon an impatient populace the fine qualities of patience, humility and gentleness, not to mention thrift and perseverance. For the Mayor's cow would lkely find it necessary to practice all these in large measure. But here is what Mr. Curley had to say to Washington about it:

"It is customary to observe Independence Day in Boston on the Fourth of July each year and as a part of the program the Public Celebrations Committee of the city of Boston is desirous of exhibiting a municipal cow feeding where it is proposed at some time in the dim and distant future a post office shall be erected."

This is not the first time, by the way, that a cow has been injected into the postal affairs of official Washington. Once upon a time the senior Senator from Wisconsin franked his cow home from Washington through the mails. That was the day before the parcel post, but the Senator's cow duly went home through the mails. But good Lord, what a lot of red tape must have been unwound thereat. Likely a whole freight car was required to carry the official bill of lading certifying that the animal was a cow, and was due post haste in Wisconsin.

6/26/31

MARBLEHEAD MESSENGER

MAYOR CURLEY HERE

Mayor James M. Curley and City Treasurer Edmund L. Dolan of Boston visited Marblehead Saturday in the city treasurer's yacht. Their stay was lengthened when the propeller of their yacht fouled a mooring cable. A diver had to be employed to free the craft.

SALEM NEWS 6/29/31

Fin. Comm. Tells Curley Hub School Board Too Small

Boston, June 29—Enlargement of the school committee from five to nine members was recommended by the finance commission to Mayor Curley yesterday, as the effective method of correcting and preventing "reprehensible political deals," permitting a minority of two members to control the decisions of the committee on major departmental problems.

Within the category of "reprehensible political deals," Chairman Frnak A. Goodwin, in response to a request for interpretation of its significance, involved Mayor Curley as a participant in a pending effort to subordinate a justifiable appropriation for new schoolhouse construction to the necessity of averting a tax rate increase.

The implied reference to the mayor in the commission's denunciation of "reprehensible political deals" and the specific reference of Chairman Goodwin to the attitude of School Committeemen Joseph J. Hurley and W. Arthur Reilly on the subject of the appropriation for new construction, marked the first critical thrust of the commission at the mayor since he assumed office in January, 1930.

Others named by Chairman Goodwin as participants in a "reprehensible deal" were Mrs. Elizabeth M. Pigeon and Dr. Joseph V. Lyons, who were accused of forcing the majority of the committee to make unwillingly a political agreement, last year, to give preference, in the construction of new High school buildings, to the proposed $1,300,000 girls' High school, which the commission believes to be unwarrented.

The voluminous report forwarded to the mayor, upholds, with only a single exception, the recommendations of the special survey board which made a partial study of school administration and housing conditions last year.

QUINCY PATRIOT-LEDGER 6/29/31

Curley's P. O. Reply Is Naming of Cow's Keeper

A Boston cow, and not a bull, will have to be procured for the bonanza of Boston at Postoffice Sq., despite the disgust of Postmaster-General Brown in Washington, for today an official guardian and custodian in the person of Traffic Officer Arthur McLean was knighted keeper and protector of a promised cow for the post-office lot.

Bull from Boston does not bother Brown 'bout browsing cows in Boston's bonanza. The keeper is appointed. Mayor Curley has promised a cow. Brown has promised a new building—sometime. Something ought to bang pretty soon.

HARTFORD COURANT 6/26/31

'Your Bull' Enough Without 'City Cow,' Cabinet Officer Tells Hub Mayor

Washington, June 25. — (AP.) — Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted post office.

"Referring to your desire to pasture your municipal cow on the post office site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the Cabinet officer to the Mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow in a $6,164,600 piece of land in downtown Boston would "prove a real attraction" in Boston's Fourth of July celebration. He had asked permission for the cow to continue to graze there "until the post office department sees fit to proceed with erection of the building as a means of relieving unemployment." He enclosed a photograph "taken at 3 p. m. June 18," to prove present post office progress was nil, only a foundation being evident, though appropriation was made in 1929.

Brown answered Curley that post offices were built by the Treasury Department, not the Post Office Department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston post office were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to the "municipal cow."

BANGOR NEWS 6/26/31

Mayor Curley Gets Tart Reply From P. M. Gen. Brown

Former Sought to Pasture "Municipal Cow" on Site of Uncompleted P. O.

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WATERBURY REPUBLICAN 6/26/31

Mayor Curley's 'Bull' Quite Enough To Worry About, Postal Head Says

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Bostonians' Private Row Over Granite Reason For Municipal "Pasture", Brown Retorts

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PITTSFIELD EAGLE 6/29/31

A Cow and the Bull in Boston

BOSTON-NEW YORK

New York's colorful mayor, Jimmy Walker, has a genuine rival in Mayor James M. Curley of Boston. Indeed, of late Boston's executive has been getting more publicity than Mr. Walker.

Just prior to his latest European trip Mayor Curley—on paper—had all transatlantic liners either stopping or making a start from Boston, quite fantastical, as one European shipping man said. But it held good for some days. And then when Mayor Jim got on foreign soil his progress was a humdinger for front page news from start to finish.

Soon after getting home he blossomed forth again with a sarcastic request to the federal post office department for a permit to pasture a cow on the government's site for a new post office in Boston because of alleged delay in beginning work on the proposed structure. This went hot for a few days when it caught the eye of Postmaster General Walter Brown, who, by the way, is no piker when it comes to flashy politics.

After advising the newshawks that the postoffice department had awarded the contract and that the fabrication of the necessary steel had started immediately after that, Mr. Brown availed himself of his chance to get even by making this reply to Mayor Curley's letter:

"Referring to your desire to pasture your municipal cow on the post office site, it is my opinion that the department should not be required to do more than put up with your bull."

WORCESTER TELEGRAM 6/26/31

Bay State Boosters of Smith Cause in Fidget

Doubt Idol Will Run—State Chairman Donahue Likely to Retire—G. O. P. Has Ambitious Plans for 1932

By JAMES H. GUILFOYLE

BOSTON, July 25.—Frank expressions by various Democratic leaders that Gov. Franklin D. Roosevelt, of New York, is the most available candidate for President in 1932, is causing disturbing reactions in the ranks of the Massachusetts element, who have sought to capitalize the local popularity of former Gov. Alfred E. Smith. The recent developments have given rise to the fear that they may be left "holding the bag" and they are looking for a graceful way out.

This situation does not involve the real Massachusetts Democratic leaders such as Senators David I. Walsh and Marcus A. Coolidge and Gov. Joseph B. Ely, but those members of the party who tried to offset the Roosevelt boom in the Bay State by organizing a league to work for the nomination of Mr. Smith.

The governor and senators have taken the very sensible view that it is too early to make positive declarations. They believe, however, that if Governor Smith is a candidate he can count on the solid support of Massachusetts. If he isn't, that is another matter and while they have wisely refrained from discussing a second choice they have virtually agreed that Roosevelt would probably be the selection.

Roosevelt Boom Thrives

The Democratic presidential situation is really getting to be a very disturbing element in the local party ranks. There was a great wave for Roosevelt last month when Col. Edward M. House, one-time confidential adviser to the late President Wilson, attempted to start his eastern boom with a coming-out party at his summer home at Manchester-by-the-Sea. There was a galaxy of leaders at the little dinner party and Mayor James M. Curley, who previously had stated his preference for Owen D. Young as the 1932 standard bearer, shifted irrevocably to the Roosevelt cause. The other leaders were more cautious. They admitted the personal charm of the man, his ability as a vote-getter and his efficiency as a public servant. He would make a good presidential candidate, they allowed, but pointed out that before any commitments were made it would be necessary for Massachusetts Democrats to know what Al Smith was going to do.

The Roosevelt enthusiasts, however, went to work without delay and within a week or so a Roosevelt-for-President league had been formed with the idea of sewing up the state for him without further ado. Prominent in the organization was Mayor Murphy of Somerville, who will seek re-election. It was then that the work of organizing a Smith league was gotten under way. The fact that the leaders in this effort were Somerville residents and included Arthur D. Healy, who probably will oppose Murphy for mayor, gave the whole affair the atmosphere of a mayoralty fight under cover, but nevertheless the Smith league filed its organization with the secretary of state and became a bona-fide political committee.

The persons associated with the Smith league undoubtedly figured it was a slick move and would bring them prestige in a state where the man who popularized "Sidewalks of New York" has such a large following. As the original declarants for Smith in 1932 it was likely to bring them some important recognition when the campaign really got underway.

Disturbed by Developments

The difficulty seems to be that they figured without Al Smith. They were a little shaken with the early announcement of Joseph F. Guffey, Pennsylvania Democratic leader, that the delegation to the next national convention from the Keystone state would be for Roosevelt. Their faith was given another jolt when James A. Farley, chairman of the New York Democratic state committee, gave unmistakable evidence of his belief in the Roosevelt candidacy. And it was another blow when Mayor Anton Cermak of Chicago also came out for Roosevelt. The Smith committee in Massachusetts seems in a very difficult position, for when they organized they made little reservation for the contingency of Smith not seeking the office. If the former New York governor does decide to do so then they will be riding on top of the world, but with all the evidence pointing against his candidacy their only recourse is to ask to be allowed to help the Roosevelt committee or start a party war for some other candidate.

Some of the Smith committee members are growing restless. Rep. James E. Hagen of Somerville, one of its leaders, made this apparent during the week when he declared that it wasn't going to delay much longer in finding out the intentions of the former New York governor.

"I'm going over to New York within the next few weeks," he said, "and I am going to see Governor Smith and put it up to him. And I am going to report back to the committee exactly what he says."

Rep. Hagen didn't assume that he could accomplish what others have failed to do—secure a flat statement from Gov. Smith—but he believed that through acquaintance with some of the leaders in that city he would be able to get a much clearer idea than is now evident in Massachusetts. The longer the intention of Mr. Smith remains a secret, the longer the members of the campaign committee—formed of course without his knowledge—will be tied up and prevented from getting on the band wagon of some other candidate.

Republicans Busily Organizing

And while the Democrats have been giving some attention to the presidential situation during the past week the Republicans have gotten away to a flying start with one of the most ambitious organization plans in the history of the party in this state. This organization work has been quietly under way for some time but has not progressed to the point where the full details can be given as to the prominence of men identified with the movement.

The state committee, believing that there are hundreds of conscientious Republican workers whom would like to have a more active part in the campaign than the mere casting of a ballot, is forming district organizations in every senatorial district in the state. These are composed of Republican office holders, heads of G. O. P. organizations and other workers. It is anticipated that with such a widespread organization the interest in party work will be increased and the possibilities of a more active, intensive and extensive campaign enhanced.

Word has reached headquarters that Worcester has been most responsive to the new plan and that soon there will be announced from that section a committee in each of the two senatorial districts each numbering 125 members. It is proposed to consolidate these two districts and have one committee to cover the Worcester Republican activities on a larger scale than ever before attempted.

One of the most important details of the next campaign now facing the Republican party is that of finance and the organizations now being formed in the senatorial districts are to fit in with this effort and accelerate the gathering of a campaign fund of about $425,000. It is proposed that $300,000 of this amount be used for next year's campaign and that the remainder go to clear the books of the party of past indebtedness so it can start with a clean slate.

The best information is that the party indebtedness is $125,000. Of this amount about $60,000 remains from the 1930 campaign; $20,000 represents a note to Louis K. Liggett, Republican national committeeman, for money advanced in various campaigns when the party needed a financial savior; $20,000 is the debt of the old G. O. P. league back in 1920, and there is about the same amount outstanding for what is labeled the state finance item.

1930 Campaign Expensive

The 1930 campaign, it is estimated, cost in the vicinity of $300,000. It was an intensive and elaborate campaign but it is anticipated that the next year's campaign will be the none the less strenuous and present plans are to have a campaign fund of a similar amount.

During the past week Republican leaders have been in conference concerning the financial situation, for it is felt that money will be one of the most important sinews of war in 1932. Lieut. Gov. William S. Youngman, who will seek the gubernatorial nomination met with these leaders and the entire situation was revived.

The understanding is that Mr. Youngman is willing virtually to pay the expenses of his own campaign, an outlay which he has considered for the past few years probably would be necessary. It is said,

CONTINUED

THE TWO BOSTONS COMPARED

Mayor Curley Draws an Analogy

AND POINTS A MORAL

Brilliant Scenes at Assembly Room Banquet

THE banquet given in honour of Mayor Curley and his party on Friday evening had at one and the same time a dignified atmosphere, a friendly feeling and a fashionable setting.

The Assembly Rooms, attractively decorated, housed a distinguished company, which included most of the principal people in the Borough. The ladies were fashionably attired, and the huge crowd which assembled to witness the arrival of Mayor Curley and his fellow-guests found a good deal of interest also in watching the appearance of those who were invited.

The speeches were on a high level, and the Mayor struck quite the right note in his message of welcome, which, at its close, was heartily endorsed by the company generally. But, of course, as one had already learned to expect, Mayor Curley's speech was high oratory. It made an impression which will last. The audience also found acceptable the speeches of the City Treasurer, Mr. Dolan, Miss Mary Curley and Miss Bremner, because it was obvious that in every case their utterances were marked by all sincerity.

Alderman Day made an efficient toastmaster, and he saw that there was no delay in the proceedings. Altogether, the banquet was a great success.

THE GUESTS.

The Mayor (Coun. W. H. Lunn, M.B.E.), presided over the Hon. James Michael Curley, Miss Mary Curley, Miss Bremner, the Mayoress of Boston (Mrs. W. H. Lunn), the Deputy-Mayor (Coun. R. Salter), the Town Clerk (Mr. Edmund Waite), Mr. Edmund L. Dolan, Mrs. R. Salter, Ald. A. Cooke-Yarborough, Mrs. C. Day, Ald. C. Day, Mrs. T. Kitwood, Ald. T. Kitwood, Mrs. P. Kitwood, Mr. P. Kitwood, Miss Forster, Ald. C. Wing, Mrs. Lucas, Mr. S. Lucas, Mrs. F. Peck, Ald. F. Peck, Mrs. Laight, Ald. E. Richardson, Mr. J. Laight, Mr. J. Richardson, Coun. J. H. Mountain, Mrs. Mountain, Mrs. E. A. Bailey, Coun. A. E. Bailey, Mr. E. Barber, Mrs. E. Turner, Mr. J. H. Mountain, Mr. E. Turner, Mrs. F. Coppen, Mrs. J. H Bonos, Coun F. H. Coppen, Coun. J. H. Bonos, Mr. Frank Hall, Coun. C. A. Fyson, Mr. S. W. Day, Mrs. Tooley, Miss Freda Lunn, Coun. J. H. Tooley, Mr. R. Lunn, Mrs. Tooley, Mrs. Rysdale, Coun. A. C. Rysdale, Mr. C. Skinner, Coun. C. W. Fleet, Mrs. Fleet, Mrs. E. Clark, Mr. E Clark, Mrs. Cheer, Mr. Cheer, Rev. R. N. Daniels, Mrs. Wain, Coun. S. Wain, Mrs. Cooke, Coun. J. W. Cooke, Mrs. A. K. Turner, Coun. A. K. Turner, Coun. C. Mawer, Mrs. E. L. Mawer, Mr. H. P. Clark, Mr. S. Marjason, Mrs. Marjason, Mrs. W Ryan, Coun W. Ryan, Mr. W. Broughton, Rev. T. T. Waylett, Capt. H. C. Marris, Mrs. Marris, Mr. A. R. Davies, Mrs. Morris, Capt. Morris, Dr. and Mrs. Braithwaite, Miss E. A. Swain, Major O. B. Giles, Father Gattie, Mr. S. C. Simpson, Dr. H. C. Jennings, Mrs. Jennings, Ald. C. N. Tunnard, Mrs. C. N. Tunnard, Mr. A. W. Grocock, Mrs. Grocock, Coun. J. H. Hodgson, Mrs. Hodgon, Mr. Robinson, Mrs. Robinson, Mr. J. Tait, Mrs. Tait, Mr. A. Day, Mrs. A. Day, Mr. J. G. Clark, J.P., Mrs. J. G. Clark, Mr. L. Deal, Mrs. L. Deal, Dr. R. E. E. South, Mrs. W. H. Salter, Mr. W. H. Salter, Capt. A. Bradley, Mrs. Bradley, Mr. L. Towell, Mrs. L Towell, Mr. L. G. Robinson, Mr. W. L. Alexander, Mrs. Alexander, Miss E. Osborne, Mr. W. Payne, Mr. C. A. Smith, Mr. Burton, Mr. S. Clark, the Chief Constable (Mr. Leonard Johnson), Mrs. L. Johnson, Mr E. J. Case, Mrs. Case, Mr. J. H. Evans, Mrs. Evans, Mr. D. G. Cockrill, Mrs. Cockrill, Dr. D. C. Robertson, Mrs. Robertson, Mr. W. Judson, J.P., Mrs. Judson, Mr. T. R. Wing.

After the loyal toast had been duly honoured, the Mayor submitted the toast to "The President of the United States of America," the British and American National Anthems being sung by the company.

THE PRINCIPAL TOAST.

Mayor Lunn's Eulogy.

The toast of "Our Distinguished Guests" was given by the Mayor (Coun. W. H. Lunn, M.B.E.), who said: "It is a rare recorded event in the history of this ancient borough that in extending a civic welcome to distinguished visitors, the Mayor of the Borough has had the honour and privilege of being supported by two such captivating angels as one observes to-night. (Hear, hear). It is a delightful and pleasant departure from the more sober civic meetings where smiles from still good-looking Aldermen are not so easily extracted as I find it possible under present conditions. (Laughter). The advance knowledge I was allowed to have of this seraph-like arrangement has somewhat stabilised my fear and the extreme nervousness one naturally feels on these occasions. (Laughter). My poetical and lyrical friend and councillor will be the first one I know to whisper 'Hear, hear," as he recreates in his mind the awful tragedy that befel him during his escapades in America last September, when the courtesy and grace of a lady saved him from disaster. That lady is worthy of being immortalised by appropriate and national verse. (Laughter).

In proposing the toast to the health of our distinguished and honoured guest, let me say at the outset that no visit of recent years has been so much talked about, and no visit more desired, than the visit we are consummating in such fitting manner to-night, in the presence of so large a company composed of the civic and private life of this ancient borough. I am sensible of the great honour bestowed upon me this evening in being able, as the Chief Citizen of this Borough, to submit to you the toast of our distinguished, welcome, and now personal friend, a famous son of the West, the Hon. James Michael Curley, the occupant of a noble and honourable office, that of Mayor of our Daughter City of Boston, a City of which we in this room are proud.

It is not my intention to speak at great length to-night. You have opportunities of hearing me speak so often, and unlimited time will be given to the responder, so that we may have the opportunity of hearing him — who is acknowledged to be, and we had evidence of that this morning—an orator with something to say, and a good deal behind it. (Hear, hear).

I am not going to dilate either on the wonderful tercentenary celebrations of Boston held last September, because it I did, and told all that is reported to me, the toast list would be entirely closed after my speech for lack of time. (Laughter).

PROGRESS REQUIRED.

I am going, as far as possible, to confine myself to the subject of my toast—the moving spirit and head of that great City of Boston. Mayor Curley lives in an age when he sees that to stand still in the municipal life of any borough or city is to spell disaster; he governs in an age when the dominant note pulsating in the hearts of the community is for progress; he meets the successes and disappointments common to all civic authorities in the good government of a country; and he has exercised his chief and responsible office sufficiently long enough to know that the millennium is not reached in a day. He is a wise chief, a great organiser, a man to get on with the job, and he is still out for a bigger and more prosperous Boston—a Boston healthy, clean and wholesome.

Incidentally, we in this little old town are ambitious; we have eyes on a bigger, a larger, and a more prosperous Boston, but all our eyes at this moment are fixed on Whitehall. (Laughter).

We know that the Daughter City, with its network of industries, its unlimited wealth, its importance as a port, ranks high in the world of commerce. The parent town is proud of her daughter, and I know I am on safe ground when I say in all sincerity, that the daughter is equally proud and has a deep love and veneration for the Mother Town from which she sprang. (Hear, hear).

Associations of a very practical as well as sentimental character draw daughter and mother together. The mother has a glorious past reaching back through the centuries, the daughter with a shorter history but with a greater present. Both have had histoic struggles, both have secured a certain sense of freedom, and I do not quite agree with the man who said:

"The Pilgrim Fathers went to America to secure freedom in thinking. Some of their descendants return to secure freedom in drinking!" (Laughter).

LINKS.

To-day, our honoured guests has trod familiar paths like many of his own citizens. He has gazed at the impressive structure of our glorious Parish Church, the joy of his own countrymen, that vast pile with its majestic tower rising high in the heavens, to be seen over a third of the county, unsurpassed in its grandeur, and the most impressive in the Kingdom. Two months hence we shall be celebrating another great occasion in this town, for we hope to entertain visitors from your own native city, bringing with them, like the Magi from the East (but in this case the West), their great offering and gift

of upwards of £10,000 to secure the safety of that Tower for still further centuries to come. No wonder that the ties of the two Boston's are so firmly cemented. Another strong link in that great chain is added to-night by the presence of a son after our own heart. (Hear, hear).

John Cotton, too, has a deep place in the American's heart. Anything associated with that divine wakes up memories of the new Boston. To-day, our distinguished guest has inspected the Cotton Chapel, and those of us who do read and remember the history of our old town as we should, will remember that in 1856 American Bostonians showed a kindly recollection of the old country by contributing 70 per cent. of the amount subscribed towards the chapel's restoration. The only objection I should imagine the worshippers had in John Cotton's day was listening to John Cotton's sermons, which lasted two hours. Two minutes are sufficient in these days for certain budding young priests.

We have evidence of Mayor Curley's loftiness of purpose in the good government of his city. We shall never forget the courtesies shown to the civic head and delegates of this Borough when they were his guests last September. Though the lavishness of their welcome may have spoiled some of them from really settling down to their ordinary avocations since their return, we are hopeful that this reciprocal visit will cure for the time being a restlessness we notice from time to time to take to the waters again at an early date. We can't spare them again just now, we have big schemes in hand, and, as Ald. Peck would say, we have the housing question to settle. (Laughter).

"ONE OF US."

To-night, ladies and gentlemen, we are drinking the health of one whom we regard, after this magnificent day with him, as "one of us"—one whose heart is filled with the milk of human kindness, one who carries with him in the work of the civic life he leads the great principles and tenets of the Teacher who rules and smiles over the communities of the whole world. We are proud to have him associating with us in this banquetting hall—to see him occupying a chair that has housed many a corpulent Mayor of Boston. We accord to him the fullest and widest extent a welcome to the Mother Town—a welcome that rings and truly rings of sincerity—and a welcome that will live in the minds of this assembly for many years to come. The name of the Mayor of Boston, Mass., is, as I said this morning, a household word—every schoolboy and girl knows more about him than the Mayor himself—he is the greatest publicity agent for the New Boston, and, like a certain well-shaped, well designed, and neatly planned glass article, looks like still going strong. (Applause).

I am restricted in saying anything of his daughter Mary—not because I am at a loss for words about her, but because of a threat from the Deputy-Mayor that if I touch on his preserves, there will be trouble and a full bench of magistrates next Tuesday. All I will say is that if the Deputy-Mayor gets as much pleasure out of his speech as I have from Miss Curley's company, he will be a happy man.

As the civic head of the Borough, and in all sincerity, I ask you to rise, and with the enthusiasm which I know is pent up in your breasts, to drink to the health of our very welcome and illustrious guest, the Hon. James Michael Curley, Mayor of Boston. (Loud applause).

"WE HAVE FAITH."

Mayor Curley on Past and Present Problems.

Mayor Curley received an overwhelming reception when he rose to reply. He first alluded to the generous character of the reception accorded himself and those associated with him who had come as guests of Boston, England, upon that occasion.

"After all, the problems that appear monumental to the citizenship of Boston, England, are different only in degree from the problems that confront us in Boston, Mass. Those industries that made possible prosperity in the early days of the life of Boston, England, are the industries upon which we rely in the present hour for the prosperity and progress of ou people, so that substantially everything of a material nature and much of a spiritual nature in which we take pride in Boston was garnered from the Mother City of Boston, England."

"In the early days, Boston, England, was famous the world over for its cattle and its wool trade. Boston, Mass., for more than a century has enjoyed preeminence as the first among the cities of the world as a wool market. Boston, England, in the old days, was famous as a great fishing market. Boston, Mass., to-day boasts the largest fish pier and fish market to be found in any place in the entire Kingdom. Boston, England, in the old days, was a great hide and leather centre. Boston, Mass., has long enjoyed the reputation of being the leading leather centre of the entire United States. With the passing of time we are confronted with the same spirit of decadence in certain features of our industrial life in the same manner that you are in Boston, England. But we have the confidence, the courage, and we have that which we received and which we rejoice as a heritage—we have an abiding faith in our past, a faith in our neighbours and a faith in God, and believe that through that faith we shall one day achieve success. (Applause).

SIMILAR PROBLEMS.

"I would like to tell this splendid gathering a few things that perhaps those who visited our City last year neglected to tell you, for, after all, the problems of the two cities are in no sense dissimilar. The keenest enjoyment I have derived from my visit to England was, first and foremost, the appreciation and devotion of the people to those memorials that link the present generation with all that was glorious and considered worth while in a most illustrious past. In addition, I note the changing thought of the public and the intelligence, determination, and courage shown by the people of England in meeting present-day problems in order that the civilisation which has made possible world wide progress may not be destroyed by the wave of communism that seeks Utopia, believing it only to be round the corner and possible of securing without effort, intelligence, energy and labour."

"We have ridden over the greater part of England, and have marvelled at the courage and wisdom displayed not only in the good roads movement, but in the good housing movement. There are those who will complain because of the expense necessary in order to provide necessities for the people of this generation that were denied them in the past, but if a government is to endure it can only endure through harmony and economic justice which, after all, is the basis of true patriotism in any land. I wish we had the same courage in America in meeting some of our problems that you have displayed in the last ten years in Great Britain. We will meet them in time, but we move exceedingly slow, and perhaps, after all, it is best we do move slowly and that we avoid mistakes that are all too common in government whether in your country or ours." (Hear, hear).

A DANGER.

"I rejoice that we have among our citizenship women and men who recognise their obligation to the past by generous contribution to the maintenance of the most loveable monument in England with the possible exception of the Abbey itself—St. Botolph's. As I rode round Boston to-day I noted the condition of the river, I noted the firms, and I noted the contented expression on the faces of the people. I also paid a visit to your Grammar School, and I was charmed with the intelligence displayed in the lay-out and construction of the school. Also was I pleased with the appearance of the Hospital. I visited that memorial that links the present with the past, and I was pleased with the love the people of Boston have for devotion. Perhaps we are not justified in dwelling altogether too much in the past. We have memorials in Boston that we venerate, but we spend too much time in venerating these memorials and there is always the bare possibility that we may neglect the present and suffer in consequence. We rejoice because we have a large number of women and men who place the welfare of the public as a whole above the welfare at times of their own immediate family."

Mayor Curley, continuing, said he had been asked what was the eighth wonder of the world, and his reply was: "The continued existence of the American Republic, which continues on its way without knowing whither it is going. And how true it is; only one who has lived in America for a period of years can discover."

He went on to give details of the extensive development schemes and the generous bequests by Mr. George Robert White, by Mr. John L. Dodd, by Mrs. Bradbury, and by the Forsyth family, to Boston, Mass. He spoke of their splendid gifts to the city and mentioned also that they had a hospital given by the Hebrew residents of Boston.

DEVELOPMENT.

They were also interested in the development of a greater Boston, but realised that the problems of one city were the problems of other cities and towns within a radius of 20 miles. Boston had grown since the days of its fathers. Visiting their hospital that afternoon, he was reminded that in Boston, Mass., they were forced to provide two-and-a-half million dollars for their hospital. They were undergoing a process of construction, and had expended 7,000,000 dollars in the last three years, and he was now seeking 3,000,000 dollars more.

"Like old Boston, England, we have had our troubles and difficulties on the question of commerce. The greatness of the early days of Boston, England, was due in a large measure to the pursuit of the sea by men of Boston, England, and that is equally true of Boston, Mass. For more than a 100 years Boston, Mass., was the leading commercial port in the entire United States, but, with the development of such cities as New York, New Orleans, etc., we gradually slipped down the ladder until we now occupy eighteenth place, due to a system of differentials.

"Since 1914, we have made an annual expenditure for the removal of those differentials; we have kept the fight up for 17 years, and we are going to win this year.

have an opportunity of joining in that very delightful holiday—but he could assure Ald. Kitwood that the finances of the City were all prepared. (Laughter). They had no worries about the custody of their funds, because there was a great Boston citizen caring for their fund, a President of one of their great banking institutions and one whom he was sure they all loved—Mr. Alan Forbes.

"In the great Empire of Britain," Mr. Dolan added, "you are happy, certainly, in the relationship between employer and employee which endures. My life has been full of many pleasures and joys, the participation in many great events, but none greater than the visit of your distinguished Mayor last September. Boston, Mass., rang with cheers for Old Boston from one end to the other, and I assure you to-night that in Boston, Mass., the citizens are proud of the relations that exist with the Mother City, proud of the man we have to represent us as our Chief Magistrate, proud of the gentlemen and ladies who make up the Government and citizens of Boston, England. No happier memory will ever come in my life than the pleasant day we have had in Boston. Your hospitality has been exceeded only by your sincerity. (Applause).

THE LADIES.

"The Ladies" was graciously submitted by the Deputy-Mayor, Coun. R. Salter, J.P. He said he did not know what had made those concerned put his name to the toast of the ladies unless it was some misapprehension regarding his visit to America last year. "Since I returned," he said, "as you know I have been looked upon almost as a modern Don Juan, and if my wife did not know me as well as she does there might be a row in our house. (Laughter). I think to-night I have the most important toast of the evening to propose. After all, even the Mayors of Boston would be very 'small beer' without the ladies. We cannot forget the debt that we owe to our wives and daughters; the help they give to us as public men; the sympathy displayed to us on every occasion. It is through their consideration and kindness we are able to withstand the buffets and other things of our public life. I have connected with this toast the names of two very charming ladies, daughters of America, and I think you will agree with me they are exceedingly fine and beautiful examples of the American girls, and we are delightful to have them with us. The women of America are only equalled by the women of Boston. We, Mr. Mayor Curley, are very proud of our young women even in this little town. We think we can hold our own with any other town in the country, or even America. (Hear, hear). I never was tired of extolling the virtues and qualities of the ladies in old Boston."

GROWING SPEAKERS.

Continuing Coun. Salter said: "When I was in America I told the Americans that we grew speakers in Old Boston like we grew potatoes, and we turned Coun. Mountain on them as a sample. (Laughter and applause). The only drawback is that Coun. Mountain takes a long time to start, and it takes him a longer time to stop. (Laughter). But on this occasion he got away with his poetry. (Laughter). Next day the Boston papers had very large letters of the magnificent speech Coun. Mountain made. Then we listened to a charming and gracious speech from Mr. (then Councillor) Tait. Coun. Bailey also rose to the occasion, and even the Press responded."

"I am used to speaking late at night," Coun. Salter added. "In America they have the nobodies first, and leave the most important persons until last. They put me up at 11.30 at night. I can say a great deal of the kindness shown to us while in America. As representatives of the old town we were received with open arms, lavish hospitality was displayed, kindess shown in every direction, and none of us will ever forget our visit to America. As you will remember your visit to Old Boston, so we shall never forget the kindness you showed to us. I think our going to America has blazed the trail of better relationship between the two cities, and we are looking forward to the time when we shall enjoy better and happier relations than now; when we shall work together as a nation and people with the Americans for the bringing about of Peace on Earth and goodwill towards men."

"Our visit to America has helped to place Old Boston on the map. The old town has been talked about more since our visit than ever before almost in its past history. We have certainly brought Old Boston into the limelight. We are proud of our history, and of what we have done in the past, and I hope for what we are going to do in the future. As a sometimes obstreperous member of the Town Council, I may say we are not going to be satisfied until we see the clearing away of the slums, the enlarging of our boundaries, and all that is necessary for the happiness, peace, and welfare and prosperity of our citizens." (Applause).

Speaking of Miss Mary Curley, Coun. Salter said they could understand her responsibility as Mayoress, and they delighted to have her with them, and also her charming friend, Miss Bremner. If Miss Curley stayed much longer in Boston he was afraid she would not want to leave. (Laughter).

MISS CURLEY'S SPEECH.

Miss Mary Curley, in reply, said: "It is a great pleasure to be with you this evening. Coming to Boston is not like coming to a strange place, because it is like returning to very old and dear friends. I was indescribably touched by the cordiality and sincerity of the welcome accorded us this morning, and I should like to extend a welcome to Mayor Lunn and his family to be our guests very soon. May I again express my appreciation for the cordial welcome. It will live with me as one of my most cherished memories. I thank you." (Applause).

Miss Bremner also responded and said although unable to boast citizenship of Boston, Mass., she had a deep love for that same City and that morning, being greeted as a member of Mayor Curley's party, recalled in a certain measure the greeting she received from the City of Boston, Mass. It was like coming home to old friends coming to the old city of Boston, England.

TRIBUTE TO MAYOR LUNN.

Ald. Peck gave the toast of "The Presiding Chairman." He said so many nice things might be said about Coun. Lunn that his difficulty would be to know what to leave unsaid. By his conduct in the chair that night he thought everyone would agree with him, the Mayor had added to his laurels, and, he was sure, he was deserving of their heartiest congratulations on the excellent manner in which he had carried out the arrangements for that very interesting and historic occasion. They all knew that whatever their Mayor attempted he would do it well, and that function was no exception to the rule. Throughout the day everything had gone on entirely satisfactorily, and knowing the unlimited time in which those arrangements had to be made, if he must not say that no one could have done so well, he could say with sincerity that no one could have done better. The Mayor had one great qualification for the position he held that night and that was he was a 100 per cent. Bostonian. (Hear, hear). No one had a greater claim to the honour of welcoming their most distinguished American guests for Mr. Lunn truly represented the religious, social, and public life of the town. During the period of his office as Mayor he had fulfilled the great expectations of his many friends and colleagues. In July they hoped to met some more American friends at the celebrations in connection with the restoration of the Parish Church, and in receiving them the Mayor would be reaping a rich reward for a life devoted to the service of the town. (Applause).

The toast was accorded musical honours, the assembly joining in the singing of "For He's a Jolly good fellow."

THANKS TO THE POLICE.

At the sitting of the Boston Borough magistrates on Tuesday morning, the Mayor (Coun. W. H. Lunn, M.B.E.), paid a high tribute to the Chief Constable (Mr. Leonard Johnson), and the members of the Force for the efficient way arrangements had been carried out generally on the occasion of Mayor Curley's visit to the town last Friday.

"The arrangements were most excellent," said Mr. Lunn. "The crowds were large, but you and the members of the constabulary performed your work well, and I want our thanks to be publicly known."

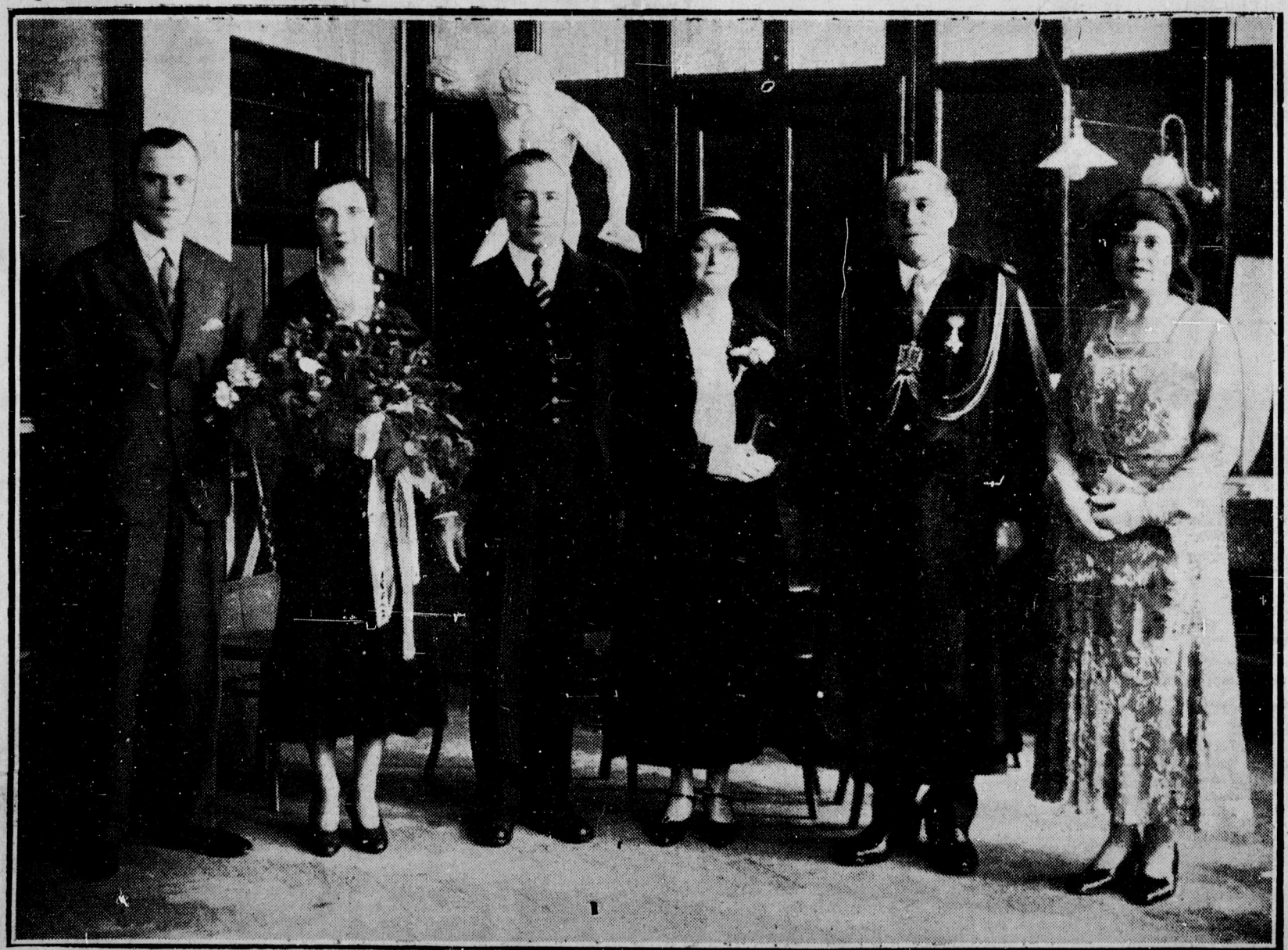
The Chief Constable: Thank you, sir. I will convey that to the officers.

The medals of the ex-Servicemen made a fine show. There were a number of Mons Stars among them.

Bunting was everywhere. One business man sent to Louth for a large supply, and made an excellent show at his premises.

The Parish Church flew the ensign of St. George—white with a red cross. There was also a similar one on Skirbeck Parish Church.

BOSTON, MASS. AND BOSTON, LINCS



Our group was taken in the Art School, and shows (left to right): Mr. R. Lunn, Miss M. Curley, Mayor Curley, Mrs. W. H. Lunn (Mayoress), Coun. W. H. Lunn (Mayor), and Miss F. Lunn.

A group taken in the Art School after the civic welcome.
Bottom row (left to right): Ald. A. Cooke-Yarborough, Coun. R. Salter, Miss M. Curley, Mayor Curley, the Mayor (Coun. W. H. Lunn), Mr. Dolan (City Treasurer of Boston, Mass.), Miss Bremner, and Ald. T. Kitwood.
Second row: Mace-bearer Garwell, Mr. A. Bradley (Captain of the Fire Brigade), Dr. D. C. Robertson, Coun. C. W. Fleet, Coun. A. K. Turner, Coun. J. W. Cooke, Ald. C. H. Wing, Ald. F. Peck, Ald. E. Richardson, Ald. C. Day, Coun. J. H. Tooley, Coun. J. H. Mountain, and the Town Clerk (Mr. E. Waite).
Third row: Chief Constable L. Johnson, Major O. B. Giles, Coun. F. H. Coppen, Mr. E. J. Case, Coun. A. C. Rysdale, Coun. J. H. Hodgson, Coun. J. T. Scuffham, Coun. C. A. Fyson, and Coun. W. Ryan.
Back row: Mr. W. Judson, J.P., Mr. W. Richardson, Coun. S. Wain, Coun. E. A. Bailey, Mr. J. H. Evans, Coun. C. Mawer, and Coun. J. Bonos.

Friday last was an altogether wonderful day. The English language contains many adjectives to choose from, but is there one that fits the occasion more accurately than "wonderful?" During long residence in Boston, the writer has seen enacted many historic scenes, but none more striking than the incidents and wild enthusiasm which was associated with the visit of the Mayor of the great daughter city —Boston, Mass.

The Honourable James Michael Curley captivated Boston from the start. His personality is commanding, yet he is possessed of a manner charming in its simplicity. He carries himself with a dignity befitting the honourable and onerous office he holds; his eloquence is brilliant, and the people of Boston who heard him listened to an oratorical treat such as it is seldom their privilege to enjoy.

But we get ahead too fast. Friday morning broke with unpropitious clouds hanging ominously overhead. Then rain commenced to fall. Those who were prime movers in the organisation of the "great day" were candidly somewhat depressed. It seemed that a deluge was to mar the proceedings for which they had so enthusiastically yearned. However, the Clerk of the Weather regarded the event more favourably, and, as the day drew on, skies cleared, the rain clouds dispersed, and the spirits of the organisers, and, indeed, each and everyone, brightened as the day progressed.

GETTING READY.

It was at half-past nine or so that we saw a real start of today's proceedings. It was not a public function, but a rather private assembly of the ten or more cars, which were to act as the deputation, to visit Spalding, and there give Mayor Curley, his charming daughter, Miss Bremner, and Col. Dolan, their initial welcome to the Holland division of Lincolnshire.

The yard at the rear of the Peacock and Royal Hotel was a scene of much activity. Coun. F. H. Coppen, who worked so assiduously, was the organiser of the convoy's activities, had many final touches to put to the arrangements.

Moreover, the cars had to receive some little attention by way of decoration. There were many helpers, and it was not long before all was ready, Union Jacks and the Stars and Stripes having been placed firmly in situ.

THE CONVOY.

The convoy moved off. First was that driven by Mr. F. H. Coppen, with flags "fore and aft," as the seaman would say. He was accompanied by Mr. Wm. Judson, J.P., and Mr. H. G. Skepper, the News Editor of the "Lincolnshire and Boston Guardian."

Following them came other cars, containing:—

Ald. C. H. Wing, Coun. J. H. Tooley, and Mr. S. Lucas.

Ald. F. Peck and Ald. E. Richardson.

Coun. E. A. Bailey and Mrs. Bailey.

Coun. J. H. Hodgson, Coun. S. Wain, Coun. C. A. Fyson, and Mr. H. Hodgson.

Coun. A. C. Rysdale and Mrs. Rysdale.

Coun. J. H. Mountain, Mrs. Mountain, Mr. J. Mountain, Miss Marjory Mountain, and Miss D. Barber.

Mr. J. Tait and Mrs. Tait.

Mr. J. H. Mountain, Mrs. Mountain, Mr. S. W. Day, Mrs. Day and Miss Mountain.

Mrs. R. Salter, Miss Salter and Mrs. G. Davies.

Mr. G. Robinson and Mr. L. Robinson.

A SLIGHT HITCH.

The ride to Spalding was uneventful. Coun. Coppen's car speeded ahead, final touches were given to details of organisation, and finally the convoy was ushered into the market square.

Coun. Coppen had arranged that the cars should be drawn up in two lines, so that the car of Mayor Curley could be received between them and the initial formalities carried out within the square, so to speak.

Arrangements, however, went slightly aglay.

There was a long and tedious wait. Spalding seemed to know but little about the proceedings, but finally quite a concourse of residents assembled.

Time passed slowly, and there were many speculations as to what had happened to the guests expected from London.

Finally, however, a fine car was seen approaching. A handkerchief flickered, white from the window and those who waited knew that Boston's American guests had arrived. It was unfortunate that Mayor Curley's car passed the entry to the square of cars which had been formed, and passed along the highway apparently proceeding through the town. However, Coun. R. Salter, who was within, soon grasped the situation, and the guests' car stopped.

FRIENDSHIPS RENEWED.

There was a general stampede of people to the limousine, but those who had driven from Boston pushed their way forward, and Mayor Curley stepped from his car amid considerable applause.

He was accompanied by Miss Mary Curley, Miss Bremner and Col. Dolan, the City Treasurer of Boston, Mass.

First, of course, came a renewal of acquaintances with members of the Corporation deputation to America last year. Greetings were cordial indeed, and Mrs. E. A. Bailey presented Miss Curley with a fine bouquet of carnations.

Mayor Curley also received a welcome from Mr. A. Ridlington, of Spalding, who has travelled extremely in the United States.

A move was made to the car-formed square, and here the party were willing victims of the ubiquitous cameraman.

Mayor Curley and party faced the camera with the geniality and patience of one accustomed to be "shot" at, but he could not resist commenting "I'm afraid we are disturbing the serenity of the little old town by drifting in this way."

OFF TO BOSTON.

Introductions followed, and then the convoy re-started toward Boston.

The cars sped merrily on. Here and there, even around Spalding, the residents, realising what was afoot, displayed what bunting they possessed. Flags fluttered occasionally from the hedges bounding the cottages on the roadside, and we noticed one big flag bearing the inscription: "God Save the King," hanging from the hedge.

At Gosberton Five Bells' corner, the American visitors received a further and unexpected welcome. The children from the neighbouring schools lined the roadside and cheered lustily as the cars passed. the distinguished visitors with commendable thoughtfulness slowing down and waving their acknowledgments. There were more children at Sutterton, and a big parade at Kirton, whose cheering was but an aperitif of the juvenile enthusiasm which was to follow.

Considerable amount of bunting was visible at Kirton, the hedge of Messrs. Dennis's offices being adorned with flags, while having left the village flags were flying at Mr. T. E. Dennis's, while Mr. Dennis himself stood around with a flag, with which he waved an enthusiastic welcome.

At the Pinchushion too there were more children, all happy, cheering, and waving paper garlands of multi-coloured hue.

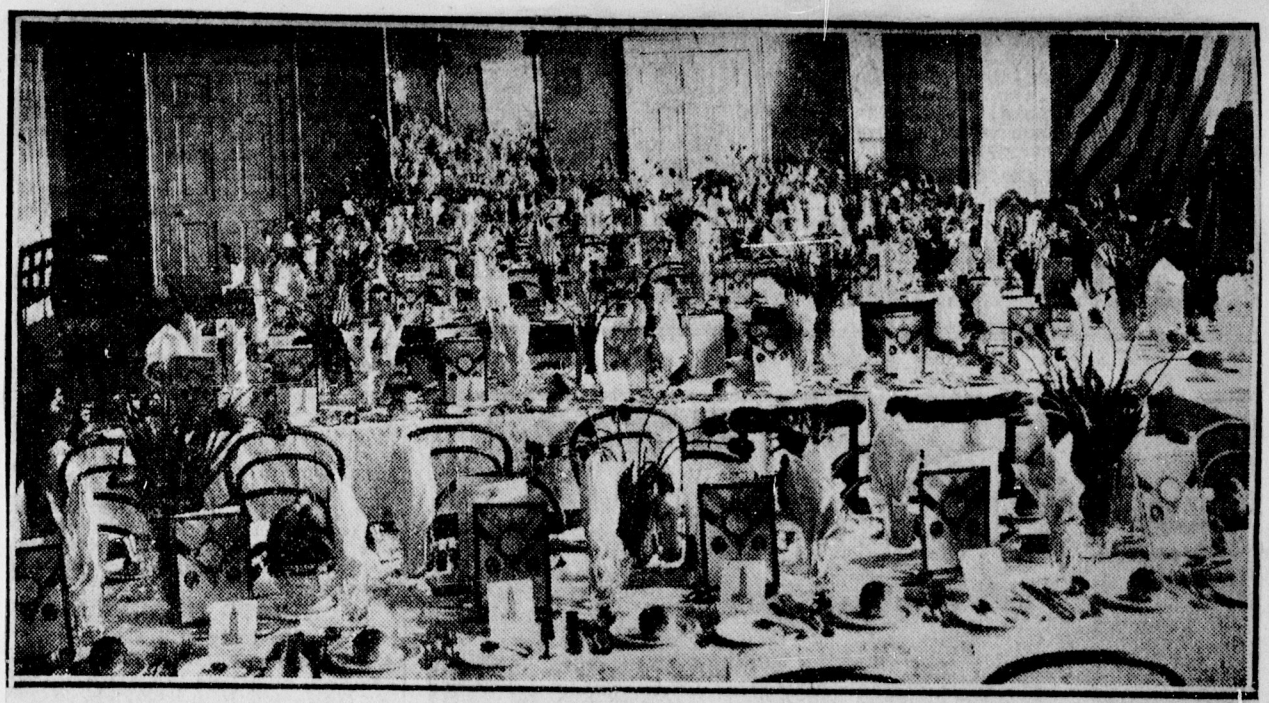
The bunting and flags increased as the party neared the town. One noticed even perambulators decorated, while the nurses at the Sanatorium added a wave and a cheer as the cars passed.

THOUSANDS OF CHILDREN.

Finally the town was reached. From within the cars it was a memorable sight indeed. The pavements presented a sea of faces, and of thousands of waving flags. Through the opened windows of the cars the cheering of the kiddies

seeking 3,000,000 dollars more.

"Like old Boston, England, we have had our troubles and difficulties on the question of commerce. The greatness of the early days of Boston, England, was due in a large measure to the pursuit of the sea by men of Boston, England, and that is equally true of Boston, Mass. For more than a 100 years Bos-



The catering of the White Hart Hotel, Boston, is well-known throughout the whole county, but nothing has reflected greater credit upon Mrs. Mather and her son, Mr. J. H. Mather, than the lay-out and catering for the banquet at the Assembly Rooms on Friday evening. Here we have a splendid photograph, by Mr. W. J. Wray, taken a few minutes prior to Mayor Curley entering the room, and, with the special lighting effects, Boston Assembly Rooms were in their gayest attire.

AMERICAN VISITORS AT THE CHURCH

This group was snapped outside the Parish Church. On the front row are: Miss F. Lunn, Miss M. Curley, Mrs. W. H. Lunn, and Miss Bremner.
Standing are: Mr. Davy (verger), Coun. R. Salter, Mr. A. Ostler, Mr. Dolan, Coun. S. Wain, the Mayor (Coun. W. H. Lunn), the Rev. R. N. Daniels, Mayor Curley, Coun. J. H. Mountain, Mr. G. Robinson, and Ald. A. Cooke-Yarborough.

they needed no prompting to wave a welcome. They yelled their greeting with gusto, and the old town rang with the cheers of Boston's juvenile inhabitants.

The procession passed slowly through the phalanx of cheering humanity, and only once was there a slight halt, and that was in the Market-square, when Mayor Curley briefly greeted the children from the Roman Catholic School.

At the Municipal Buildings a Guard of Honour awaited Mayor Curley and his guests, while on the steps of the Buildings were the Mayor of Boston, Lincs. (Coun. W. H. Lunn), Mrs. Lunn, Miss Lunn, Mr. R. Lunn, and a crowd of aldermen, councillors and officials.

The Guard of Honour, under the command of Capt. H. C. Marris, interested and impressed Mayor Curley not a little, as his subsequent remarks showed. Those on parade included:—Messrs. B. Carter, S. Emery, H. Appleby, A. W. Rose, S. Crow, H. West, G. Wilson, G. Parrott, A. Rowett, L. Braime, H. Yates, W. Sutton, F. W. Thomas, E. J. Cooke, C. Wilding, B. Ingamells, F. Riches, J. M. Baxter, A. A. Randall, J. Ladley, Mawer, E. Russell, C. Hardy, J. R. Loveley, A. Meeds, F. H. Whittaker, G. Young, E. W. Impson, A. E. Chapman, A. E. Strickland, S. Goodacre, G. W. Jessop, A. H. Bell, C. A. Blanchard, H. P. Evered, F. G. Launchbury, A. E. Burton, C. Green, Geo. Barnes, J. Griggs, E. Needham, A. E. Walker, A. Eaton, C. Howard, W. G. Howard, W. Gosling, F. Judd, W. E. Locking, C. H. Dickenson, E. Harrison, T. Hayway, G. W. Barclay, W. M. Pym, F. Alcock, A. Davis, A. P. Loveley, W. Blow, H. Capps, and F. Gibson.

There were more welcomes and introductions, Mrs. Lunn presenting Miss Curley with another magnificent bouquet of flowers.

The Guard of Honour was inspected, cameramen took further toll, and the party entered the Buildings, and made their way to the Council Chamber, where a large crowd awaited.

There was a full meeting of the Council, together with the officials.

THE CIVIC WELCOME

The Idol of the Hour

On the table, in front of the Mayor's chair was the replica of the historic mace now in America, the casket recently presented to Ald. T. Kitwood, and the scroll.

Welcoming Mayor Curley, the Mayor of Boston (Coun. W. H. Lunn) said they rejoiced in the outward expressions of real joy on an occasion of such outstanding importance which they were celebrating that day.

"I rise with the greatest possible pleasure," said Mr. Lunn, "to welcome to this ancient and honourable borough the distinguished guests of our daughter city of the West. (Hear, hear). No visit in recent years has been more welcome than this personal visit of the Honourable James Michael Curley, Mayor of Boston, America—(applause)—and as chief representative of this ancient borough, on behalf of the members of this Corporation, assembled together this morning, and in the name of the whole of the inhabitants of the town, I extend to the most cordial and fullest extent a welcome to His Honour, and to those of his party who have accompanied him. The name of Mayor Curley is a household word in this little old town of Boston. He is the idol of the hour, and the mother town opens her arms to receive her son to the warm bosom of her heart. We are delighted to have the opportunity of expressing to His Honour the delightful pleasure it affords us to welcome him in this Council Chamber, where so many distinguished personages from time to time have assembled. To-day, sir, you are on ground which has happy associations with your own city and its citizens, and you will tread many favourite paths of many of your American brothers and sisters, and those associations will, I hope, still further cement the friendly feeling of the two places. (Hear, hear). The courtesies extended to this Corporation last year, the pride of your visit to this town this year, will be remembered for generations, and will be recorded in the history of this ancient borough for generations to come.

"It is not my intention," said the Mayor, "to prolong my speech this morning, because we are desirous of hearing Mayor Curley speak to us, and give him unlimited time. I therefore most cordially, on behalf of the Civic Authority, and in the name of the people of Boston, extend to Mayor Curley and his party the sincerest of welcomes, and I hope that their stay in this ancient borough will still further solidify our personal relations and affectionate regard, one for the other.

"This welcome is extended to you with the warmth of all our hearts, and I ask you, on behalf of this authority and this town, to accept that welcome, through its sincerity of purpose." (Applause).

EXCHANGED GREETINGS.

Ald. A. Cooke-Yarborough said he was asked the previous day to say a few words in addition to the Mayor's welcome. Although, as most of them knew, he was a far better listener than speaker, he had great pleasure in adding to what the Mayor had said and expressing their cordial welcome to Mayor Curley and the other guests that afternoon. Their welcome, although that might be only a small gathering, it did seem to him should cement the good feeling which should exist between the two English-speaking nations, and he did think it augered well for the sincerity and friendship between them.

He believed this was first occasion on which they had been honoured by a visit from the Mayor of Boston, Mass. They had from time to time exchanged greetings, going back to 1849, when Mr. Meaburn Staniland—father of their late Town Clerk—was Mayor. He sent certain seals from old Boston, which he believed was received with great acclamation by the daughter city.

Then on the occasion of the 250th anniversary of founding Boston City in America, the late Vicar of Boston, Canon Blenkin, sent a letter of good will. In 1918, when he (the speaker) had the honour of being Mayor of the Borough, it was his pleasure to send an address of goodwill to the Mayor—the Honourable Andrew Peters. That address was sent in a casket of some interest because it was made of oak from the rail which some of the Pilgrim Fathers were supposed to have stood, on their trial some 329 years ago. So they had tried to keep up in a small way that good feeling which should always exist between the old Mother Town and the Daughter City.

He could not help wondering as he came along what Mayor Curley would think of that little town, coming as he did from an enormous city. The daughter had out-grown her mother, and had out-grown it many many times. They in Boston were only a small borough, but at the same time they had some places of interest they would be able to show to Mayor Curley and the other distinguished visitors. (Applause).

MEN WHO RISKED ALL.

Mayor Curley, who was received with prolonged applause, said: "As first Mayor of the City of Boston ever privileged to stand in the old Council Chamber of Boston, England, I want at the outset to express my sincere and profound thanks to them and to the entire citizenship of Boston for the most unexpected, unusual, and pleasant reception accorded myself and my associates upon our visit to your city to-day. (Applause).

The presence not only of his Lordship, the Mayor, but of his charming wife and beautiful daughter, and his brilliant looking son, but the presence in front of the City Hall of men, who, in the hour of the world's trial, risked their all that free government might not perish from the earth. (Applause). Along the road to the town for the last twenty miles were women and babies with the men, and those little children with their flags, mingling the colours of your country and the colours of my country, it gives me something to take home with me to America that I am quite sure will prove a seed, scattered on fruitful and acceptable soil for the promotion of a higher and more idealistic conception of our responsibilitie and our duties and obligations toward one another as English-speaking people. (Applause).

NURTURED IN ADVERSITY.

It may be truly said that the friendships that are nurtured in adversity are the only kind that can endure. It can be truly said that bouquets of roses fade quickly, and crowns of thorns are of a more permanent character. The friendship created out of adversity in 1914, '15, '16, '17, and '18, represent a lasting growth, which requires, as does any plant, from time to time, certain nutriment, the care of loving and devoted hands and hearts in order that it might not wither away and die.

And to our City came last year, upon the occasion of the tercentenary of the founding of Massachesetts Bay Colony, messengers of goodwill. They came, not in the hour of Great Britain's trial, they came not in the hour of our trial, or in the hour of the trial of the world. In this respect they differed.

Many famous men honoured our city with their presence during the period of the World War, Marshal Joffre, and many others.

OLD BOSTON'S DEPUTATION.

The reception accorded them was nothing beside the reception accorded the distinguished group from your mother city of Boston, who, by their sincerity and by their modesty, and by their simplicity, won the hearts of every single individual of the two million of souls that constituted the population of Greater Boston. I refer to the delegation headed by Mayor Salter, good friend Mountain, and the others who accompanied him.

They planted a seed of friendship that will require cultivation from time to time, because in this world of ours we are all human and misunderstandings are bound to crop up from time to time. They can only be allayed when we have appreciation of one another's difficulties, and on both sides there is the desire to be helpful, and always in the background is absolute sincerity.

So I am glad we have been privileged and permitted to come here to the old town of Boston and review associations. After all, the world has grown smaller since the war and the minds of people have grown larger. Wireless, navigation in the air, all these things have brought us in a little closer communication.

HEADS ERECT AND UNAFRAID.

If we can develop the right character of common understanding, and promote a proper degree of harmony, and having appreciation at all times of the problems that confront one and the other. For, after all, we are beginning to realise in the passage of time that our problems are very similar, only you in Great Britain have been required to bear your burden and endeavour to work your way out of the labyrinth for a longer period of time than we in America.

We have our problem of unemployment and depression for the last two

that their problems are similar, and a correct solution means not only safety and surety for the English-speaking people of the world, but justice to every individual in the world. (Loud applause).

Miss Lunn presented another magnificent bouquet to Miss Curley, and the American guests, with a final wave to the crowd, stepped inside the buildings and were lost to view.

Yet hundreds of people remained and heard the speeches broadcast by the microphone.

These speeches are reported elsewhere in this issue.

FINAL WORDS.

There were enthusiastic scenes at the conclusion of the dinner. A large crowd had awaited outside the Assembly Rooms and a passage was made for Mayor Curley and his party, who were conducted to the Peacock and Royal Hotel by the Chief Constable. Cheer after cheer was raised, and, standing on the steps of the hotel, Mayor Curley acknowledged them in a short speech. "I want to thank you all," he said, "for your cordial reception. The aeroplane and the wireless have brought our two nations closer together, but, after all, there is nothing like personal contact and you have taken us to your hearts. I thank you. Goodnight."

The Mayor then entered the hotel and the crowd drifted slowly away after further cheering.

Even the next morning there was a big assembly in the Market-place, in deference with official wishes, that Mayor Curley and his party should have a hearty send-off, and it was with not a little disappointment that it was ascertained that Mayor Curley and party had found it necessary to leave little old Boston in the early hours of the morning to enable them to catch the boat for Paris.

THE LADIES

Charmed by Boston's Welcome

LONDON EXCEEDS THEIR DREAMS.

Boston was particularly charmed by the two ladies of the party, Miss Mary Curley, daughter of the Mayor and Miss Lauretta Bremner, who was the fiancee of Mayor Curley's son, who died last January.

Our lady guests enjoyed their visit very much indeed, and time after time spoke with enthusiasm and gratitude of their reception.

Coun. Salter, who met them at the Savoy Hotel, and escorted them to Boston, writes:—

During supper at the Savoy Hotel, on Wednesday night, we sat close to the window in the entrance to the hotel. The debutantes were returning from the Court at Buckingham Palace, and as they alighted from their cars the ladies had a full view. They had no interest then in supper, but watched with fascination the beautiful women in their Court dresses. I asked the ladies if they would like to be presented at Court, but neither of them seemed very keen about it, although very much interested in others.

The next day there was a fashionable wedding at St. Martin's-in-the-Fields, which was kept up at the Savoy, and the bride and bridesmaids were a charming picture as they paraded about the hotel.

I had the honour and privilege of escorting Miss Lauretta Bremner into the room for the banquet at the Assembly Rooms. She is a native of Al Capono's City, Chicago. She told me that Mary Curley and herself both attended the same school college, and they both made a resolution that when they grew up they would visit London together, never dreaming that it would come to pass. London, to-day, had exceeded all their dreams, and they never wanted to leave it.

Both the ladies were charmed beyond measure at the welcome accorded them in old Boston. They thought the Mayor and his family were among the nicest persons they had ever met, and they hoped to see again in America the friends made here. What made a lasting impression upon them was the welcome by the children of the town. It fairly took them by surprise, and their excited remarks all along the route showed their delight.

The two lady visitors are typical of the many American young women whom I have met. They can converse on almost any topic with intelligence and wide knowledge. The average American young lady is in advance of the average English young lady. It arises to a great extent through the keener interest taken by the Americans in education, and also because they are great travellers.

SOME IMPRESSIONS

TWO EVENTS.

Looking back over the various events of the hectic day, two stand out prominently in my mind. There was the sea of faces, seen from the balcony of the Assembly Rooms. It was a remarkable spectacle—a well-ordered, expectant, interested throng of men, women, and children, waiting patiently in the late afternoon of a May day which, in the end, had turned out better than the morning promised. Several people have told me how struck they were by the colour of the scene. The variegated hats and dresses of the women, the multitude of flags, the red robes of the Mayor and the display of bunting created a truly colourful picture.

The second scene to my mind was even more remarkable. When the banquet was ended Mayor Curley and his party made their way through an excited and enthusiastic crowd to the hotel across the Square. There were calls for a speech, and Mayor Curley made a brief but happy one from the hotel steps.

It was a great scene in the moonlight and the stars. Boston bade Mayor Curley "Good-night" affectionately. It was a moment which I am sure the Mayor will not forget. Nor will many who witnessed it.

THE BANQUET.

Those responsible made the best of the Boston Assembly Rooms for the banquet to Mayor Curley, and I was particularly impressed by the lighting. The pink shading at first gave an impression of gloom—just as the yellow lighting of the House of Commons does when one first enters. But later one was astonished to find how bright and pleasant was the suffused light. Mrs. Mather and her staff had made a splendid show of the tables. the service was good, and there was not a hitch. I do not quite know the difference between a banquet and a dinner, but the event certainly deserved the former title. The musical items by Miss Elsie Osborne, Mr. Walter Payne, Mr. Sidney Clarke and Mr. W. L. Alexander were beyond praise. It was talent of a very high order indeed.

HIS MEMORY.

Mayor Curley created no small impression at the banquet by reason of the fact that in a speech of thirty-three minutes' duration he never utilised a note, never faltered, and was never at a loss for a word. He had perfect command of language, and he displayed an astonishing memory—for there were dates and facts in his speech which would have baffled many a man used to platform or after-dinner oratory. There are excellent platform speakers, who are mediocre in an after-dinner speech. Mayor Curley excels in both branches of oratory.

THE MAYOR'S HIT.

Mayor Lunn made a hit in his speech at the banquet when he said he did not altogether agree with the man who said the Pilgrim Fathers went to America to secure freedom in thinking, and that some of their descendants had returned to secure freedom in drinking.

A hint given in Mayor Curley's speech indicated that he was not a prohibitionist.

Part of the huge crowd which listened with such rapt attention to Mayor Curley's inspiring speech from the balcony of the Assembly Rooms.

years. Yours has been for a longer period, but you have met it with the same spirit with which the English people have met every great problem, and have mastered every great crisis from the beginning. You have met it with fidelity, you have met it with courage and you have met it with faith. Over and above all else, so long as those qualities continue in the hearts and minds of the English people, there can be no question as to the ultimate result. (Applause). We have no means of knowing what obstacles lie on the road that is immediately before us; of we in America and you in Great Britain, but we do know this, that we understand each other just a little better than we did in the time that is past. (Applause). That understanding should be of an enduring character because it was born in the hour of trial and the hour of adversity. Let us, with God's help, nurture it, cultivate it, guard it jealously that it may grow into a plant of such strength and so enduring a character that whatever the problems of the future may be, we may meet them with courage, fidelity, with heads erect, and unafraid. (Applause).

Among the multitude of flags in West-street was an Irish flag prominently displayed—possibly out of respect for Mayor Curley's origin.

The flags of almost every nation were to be seen. The American "Stars and Stripes" was very much in evidence, and one building had practically nothing else but streamers of the U.S.A. colours.

FRIENDSHIPS
A Plea for a Close Understanding
SPEECH FROM THE BALCONY.

The Mayor, Mayoress, Mayor Curley, and members of the party then made their way to the Art School, where Mayor Curley briefly addressed a huge crowd assembled in the streets below.

The Mayor, briefly introducing the honoured guest, said: "It is most delightful for me to welcome, on behalf of the citizens of the Borough, His Honour, Mayor Curley and ask him to say a few words to you, just to hear his voice and see what a charming man he is and what a charming manner he has." (Cheers).

Mayor Curley, who was given a rapturous reception, spoke of the pleasure it gave him to express the thanks of himself and his party to the people of Boston, England, for the most unusual and cordial welcome extended to the Daughter City, the child to which they had given birth on the soil of North America nearly 300 years ago, and to whose existence they had been contributing continuously since that time. When he was received that morning he felt he was back home in Boston, Mass. (Cheers). He could tell them of hundreds of people bearing the same names as was borne by their City Councillors and others, friends of his in Boston, Mass. They had grown since that day 300 years ago, and to-day they had a population of over two million men, women and children. They had had their differences in the past and had found it necessary to have recourse to arms in order to adjust their differences.

A BETTER UNDERSTANDING.

They had had their misunderstandings, but out of the World War came better understanding between the English-speaking peoples of the world. It typified the friendship that should be most enduring in character. It was a friendship cemented last year when they received a group of messengers from the mother town of old Boston. (Applause). They captivated Boston, Mass., by their simplicity, sincerity and the directness of their presence, and once again there came the realisation of how much they had in common. They had had their differences and misunderstandings, they had had their problems to solve, but their problems in America were infinitesimal as compared with their problems. As he realised, after having the privilege of journeying through their beautiful country and seeing the memorials erected to commemorate the services of the men who died that the nation might live. (Applause). So long as the people of the country continued to pay tribute to those who served and did not hesitate to make sacrifice, then the continued existence of that particular country would be permanently assured. Surely, in no land was it more in evidence than in our own land to-day.

A TEMPLE OF MEMORIES.

Speaking of his visit to London and to Westminster Abbey, he said he was awed, as any man might be, by the illustrious characters whose memory was preserved in that wonderful temple of memories. He had been privileged to stand beside the grave of the Unknown Soldier. If there was one single thing in the whole wide world, one thing in America, one thing in England, one thing in France, that should make men thoughtful, that should make them revere and respect those who served and sacrificed, it was the presence of the memorial of lasting and loving character to some "unknown" who died that free government and liberty might not perish over the earth. (Cheers). They had such a memorial too in Washington, a shrine where representatives of every race, every creed and every type—black, white, yellow; Catholic, Protestant and Atheist, came to lay their loving tribute to one who sleeps.

So long as those memorials remained supported by common understanding, just so long let them hope would there be amity and reason manifest in the minds and hearts of the English-speaking peoples. (Cheers).

Mayor Curley went on to speak of the memorable visit to America by Mayor Salter and others, which did so much good. To-day, the two nations were linked by ties of common understanding, linked by ties of blood, and linked by ties which he sincerely trusted would endure for all time. (Cheers).

Waving his adieu, Mayor Curley returned to the Art School, where a photographic group of the Corporation, with the American guests, was taken.

Subsequently, headed by a posse of police, with the Chief Constable in charge, the visitors and others walked to the Peacock and Royal Hotel, where lunch was served.

So terminated a very historic and altogether wonderful occasion.

SEEING THE SIGHTS.

The party spent an interesting afternoon seeing our local spots of interest. They were taken over the Parish Church, with which they were profoundly impressed, then to the Guildhall, memorable for its association with the Pilgrims. Mayor Curley declined to enter the cells as he was afraid he might not be able to get out again, after looking at the narrow entrance. A visit was paid to the old Grammar School, the Hospital, the Dock and provision was made for a visit by Mayor Curley to St. Mary's Roman Catholic Church. This item was included out of respect for the religious views of the visitor, who is attached to the Roman Communion. He was met by Father Gattie and his co-religionists and received a very warm welcome.

It is interesting to note that Mayor Curley was very complimentary about our Dock, which, he remarked, looked a flourishing little port.

a most delightful time in various centres, including a visit to the Lakes of Killarney and Dublin. He told me of an incident that happened at Killarney. An Irishman came to him offering blackthorns for sale. He asked the price, which was one dollar, and then said to the man, "Can you supply me with one hundred of these?" "Sure, your Honour, there are not so many in the whole place," was the reply. "But can you get them for me and bring them to the station in three hours time?" said Mayor Curley. "We will try, your Honour," was the answer. At the appointed time three men hurried up with three sacks full of the Irishman's inseparable, and they counted out 96 blackthorns. Mayor Curley shipped the lot to America as gifts to his Irish friends in Boston.

WILL NEVER FORGET.

Mayor Curley said they would never forget their visit to Old Boston, the welcome had exceeded all their anticipations, and they would all go back to America with very happy and pleasant memories of the charming people they had met in the old town.

The impression they all had of Old Boston before coming here was that of a quiet, old-fashioned, out-of-date glorified village. It was startling to find themselves in a town of pretensions, a busy place, thronged streets, and up-to-date shops. In America a similar place would be boosted all over the continent, and enormous claims made for it. They all fell in love with the old town, the ladies in particular never ceasing to express their delight.

A GREAT ORATOR.

It will be remembered that the deputation who went from Old Boston all came back with glowing accounts of Mayor Curley, of his wonderful oratory, his brilliant speeches, and his remarkable personality. After hearing him at Boston the general opinion was that "the half had never been told." Mr. Dolan, the City Treasurer, told us that the Mayor on one occasion gave nine speeches in one day, and dealt with a different topic on each occasion. At the banquet given by the printers to me in Boston, Mass., last year, he spoke about Benjamin Franklin, the father of modern printing, and knew more about the subject than anybody else present.

The party were under the direction and guidance of the American Express Company, and the guide in charge (who also accompanied us to Boston) was a Mr. Turpin. We nicknamed him "Dick Turpin," and he proved a most entertaining and informative guide. Every place and building in London and elsewhere was described in a racy manner that kept us all entertained and amused. I learned more of London and its history than ever I knew before, and his humourous stories were great.

What surprised me was the number of Americans Mayor Curley met in London while I was in his company. In the House of Commons, Westminster Abbey, and other places, someone would come and address him, and he always introduced me to them as the Mayor of Boston, England! Such is fame.

FLYING VISIT

Postmaster-General in Boston

On Sunday afternoon the Postmaster-General (Major C. R. Attlee), arrived in Boston and stayed at the Peacock and Royal Hotel until Monday morning, when he left for London.

The fact that the distinguished visitor had been to Boston caused considerable comment, and, as is usual, rumours have been rife.

First we were assured that Mr. Attlee's visit was primarily in connection with the Labour Party. Upon making enquiries from official sources, and from prominent people with the movement, we were assured that his visit was not connected with the Party.

Next we were told that the Postmaster-General had come to Boston with regard to extensions at Boston Post Office.

Again enquiries exploded this rumour, and it would seem that the Post Office authorities knew little except that Mr. Attlee had been in the town.

We pursued our investigations and were finally told that the Postmaster-General's visit was of purely a private character.

BEFORE THE BANQUET

Fine Speech to Big Crowd

The scene in the Market-place in the evening, prior to the banquet was remarkable. Long before the hour at which Mayor Curley was to speak, people began to collect. There was at least something to amuse. The loud-speakers on the Assembly Rooms—by which the speeches were subsequently relayed—were utilised for a broadcast of music. The crowd heard many old favourites, and the stentorian strains of the "Star Spangled Banner" must have penetrated into the inner recesses of the Peacock and Royal Hotel, where Mayor Curley and his party were being entertained to tea.

Mr. W. A. Beeston, of Carlton, Nottingham, is certainly to be complimented upon the efficiency of his apparatus.

Time passed rapidly, and finally we saw assembled the biggest crowd Boston has ever known. The arrival of each guest was a matter of conjecture and interest. Cars swept up to the Assembly Rooms in multitude, the banquet guests alighted, and the cars passed off again to be garaged in the Market-place.

The special constables, under the command of Mr. A. C. Eley, were present in numbers, and long lengths of substantial rope formed a double barrier from the Peacock Hotel to the Assembly Rooms.

A MEMORABLE SIGHT.

The sight from above was memorable. Below was a veritable sea of eager, expectant faces, while seldom has one seen such a kaleidoscope of colour.

Amid considerable cheering and applause, Mayor Curley and his party walked from the hotel to the Assembly Rooms. It was a happy thought and a gesture the huge crowd appreciated.

There was another rousing cheer when the Mayor of Boston (Coun. W. H. Lunn, M.B.E.), the Mayoress, Mayor Curley, Miss Curley, Miss Bremner and Col. Dolan, the City Treasurer of Boston, Mass., stepped on to the balcony, and the audience listened with rapt attention to the speeches.

Introducing the Hon. James Michael Curley, the Mayor of Boston said it gave him the greatest possible pleasure to introduce to them the son of their Daughter City of the West. (Applause). The crowd assembled that evening was a remarkable expression of the affection they had for Mayor Curley in that particular town. He (the speaker) was going to ask him to say one or two words, and he was certain that they would give him that ovation that he rightly deserved. (Applause).

AMERICA'S GREETINGS.

Addressing the inhabitants, Mayor Curley said: Your Worship the Mayor and Mayoress, distinguished and honoured guests, and citizens of Boston. The City of Boston last year observed the tercentenary of the founding of Massachussets Bay Colony, and it is fitting that a representative of your family should come here in person and express the thanks of the people of the United States of America for the most generous contribution of pure womanhood, and hardy manhood, sent over by England, and more particularly by Plymouth and by Boston. (Applause).

In this passing hour, with motor vehicles that travel more than 60 miles an hour, with airplanes that experience no great difficulty in travelling 200 miles per hour; we have the radio, which carries the human voice for a greater distance than previously has been possible, we have some appreciation of the courage of that character, and the capacity of the women and men who braved 3,000 miles of ocean and took up a new home in a strange land, where the soil and climate were none too friendly, and where the unfriendly, hostile Indians were only too much in evidence. There may be from time to time well-learned criticisms of the weaknesses of the Pilgrim Fathers, but we in America feel they are like the individual who finds fault with the spots of the sun, but who is always ready to enjoy the radiance of the warm sunlight whenever the opportunity presents itself.

MESSENGERS OF GOODWILL.

We have a profound appreciation, continued Mayor Curley, as a consequence of their sacrifice, for through their hope and their courage, there came into being what is now known as the United States of America, 48 separate states, greater in area than any other section of the entire world. To-day through the fellowhip that came out of the World War there exists a better common understanding and a realisation of what is best for the United States of America, is equally best for the British Empire. (Loud applause).

The men that came to Boston, and the women, 300 years ago, were a patient, courageous, determined, God-fearing body of women and men. They needed no brass bands to precede them on their coming, and how like them were the messengers of goodwill that visited our fair City in 1930? The former Mayor of your city and his associates, members of the City Council of Boston, England, who, by their modesty and by their simplicity, and by their sincerity, earned an everlasting warm place in the hearts of every lover of liberty in the entire Commonwealth of Mass. (Loud applause).

FUTURE UNDERSTANDING.

We have been privileged as guests of your city to-day, said Mayor Curley, to become acquainted, not only with that brilliant and eminently capable and highly efficient man who presides over the destinies of this community—His Worship the Mayor—but we have had the equal privilege of meeting the first Lady Mayoress of Boston, England, and her charming offspring. We have been likewise pleased and surprised, and delighted with the gathering in the streets of your city, of the boys and girls, the future men and women, waving the flag of your country, and the flag of our own country: for after all, regardless of what a large world it may be, and how many people there are to be found in the world, there is only one force in the future, in the unsettled conditions of the world: the old family tradition upon which America was founded, first the man, then the family, then the home and then the State. They must endure, and they should endure, because they typify a collected knowledge and experience of more than 300 centuries. They can only endure through a better common understanding between the English-speaking people, with an appreciation and a realisation at all times.

CONTINUED

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however, that Mr. Youngman does not look with favor upon being called upon to contribute any major share of funds for the indebtedness, but would be a party to a subscription plan to eliminate it, with the proviso that he be called upon to pay only in the event that a certain amount was subscribed.

The financial details probably will be a subject for discussion during the next several weeks. There are a number of Republican leaders who doubt the wisdom of making such an early start on a campaign fund. They believe it would be extremely difficult, particularly at this time to induce members of the party to subscribe to a campaign fund for 1932. They declare there is not the enthusiasm and zeal in an off year that is exhibited in an election year and that if the collection of funds is delayed until later the task will be much easier of accomplishment.

The Republican state organization, however, has brought into the state a financial manager with a widespread reputation and it is the intention to let him map out an active campaign for raising funds without too much delay. Several plans have been suggested, including one which would give every zealous Republican an opportunity to contribute to the campaign chest. The desire is to have a larger number contribute a smaller amount rather than to have a smaller number contribute a larger amount. There is a two-fold purpose in this. In the first place it is assumed that every person who contributes will have more interest in the campaign, and second that it will distribute the burden and not make it fall particularly heavy on any one class.

Donahue's Retirement Rumored

One of the interesting reports in circulation the past few days is the impending resignation of Frank J. Donahue as chairman of the Democratic state committee. The report them to victory 7-5, breaking through not such that he can continue the high speed work which a party chairman must do. Mr. Donahue, as a fact, is not of robust health and from time to time there have been reports that he did not enjoy the best of health. Regardless of the reason for his resignation, however, if it comes the politicians will be bound to connect it with his affiliation with the Fall River finance commission.

The commission was named by Governor Ely after the Legislature had passed a bill designed to save the city from financial ruin. Mr. Donahue was named as chairman and has been hard at work on the task of rehabilitating Fall River. No commission ever stepped into a harder spot. Municipal expenses had to be reduced and all classes of city workers felt the knife which slashed their pay.

Such activity could not but bring criticism and the finance board has had to labor in the face of some savage attacks by well-meaning persons who believe that the savings necessary could be accomplished in some other way. For some time the Democrats have not been pleased with the feeling in all River. It has been regarded as the hotbed of hostility to the party because of the coincidence of a Democratic administration at a time when the city-saving steps became necessary. Thus there has been talk that it was very harmful to the party to have the chairman of the state committee at the head of the disagreeable work, because it helped to emphasize that it was being done under a Democratic state administration. There have been several who have suggested that it would be particularly disastrous to the party in the Fall River sector if Mr. Donahue attempted to be both chairman of the state committee and of the finance commission.

With these facts in mind the report that Chairman Donahue may resign will attract especial attention.

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AMONG THE VETERANS
Military and Naval Affairs

Nine hundred members of the Army and Navy Legion of Valor are expected to gather in Boston, Aug. 9 to 12, for the 41st annual meeting of the order which is composed of members or former members of the army and navy who have received the Congressional Medal of Honor or the Distinguished Service Cross.

Boston was the scene of the first convention when the Legion was organized in 1890 and the annual meeting has been held there three times since then.

Mayor Curley has appointed Lieut. Gen. Edward L. Logan, M. N. G., (ret.) chairman of an honorary committee to officially welcome the delegates. In accepting the appointment, General Logan said:

"From the 9th to the 12th of August the members of one of the foremost organizations of America, the Army and Navy Legion of Valor, will hold its 41st annual convention in Boston. I am sure it will be a matter of pride to all our citizens to have the opportuity of welcoming this distinctive organization as our guests during the period of the convention.

"The Army and Navy Legion of Valor is a unique organization. Its membership is not dependent upon birth, wealth, position or influence, but upon heroic performance of deeds above and beyond the call of duty rendered to our beloved country. No organization has ever had a higher standard of brave accomplishment than the Army and Navy Legion of Valor.

"Its membership includes men whose names are forever in the affection of our people and the admiration of all inhabitants. Many of them are proud holders of the Medal of Honor, the highest award given by the Government of the United States for the most heroic deeds of valor. Others are possessors of the Distinguished Service Cross, an award given for heroic performance above and beyond the call of duty.

"The Army and Navy Legion of Valor bears upon its roll as its only honorary member the Unknown Soldier, whose name and fame is forever secure in the history of American manhood. In these days when we review our military and naval activities in retrospect, those of us who were fortunate enough to serve with these men, see in truer perspective the example, the spirit, the patriotic enthusiasm, with which they made tremendous sacrifices in the performance of their duty as armed citizens.

"Of all ranks, of all nationalities and from all parts of the country, in time of national peril, their sacrifices and their accomplishments stood sublime in American achievement. I am very happy to accept the honor which has been conferred upon me in being honorary chairman, named by the city of Boston, to welcome these great sailors, soldiers and marines of America."

Orlando P. Ross of Fitchburg, holder of the Congressional medal of honor, is an aide-de-camp of the national organization. Other aides-de camp from Massachusetts are Frederick R. Cushing, D. S. C., of Sharon; Andrews S. Bryant, M. H., of Springfield; Anthony H. Carson of Charlestown and John MacKenzie of Holyoke. Seventy-six members of the order are from Massachusetts, the largest number from any state exclusive of New York and Pennsylvania.

Applications for Medals

Eugene J. Escolas, adjutant of the Homer J. Wheaton post, Veterans of Foreign Wars, announced yesterday that he has on hand a supply of application blanks for Victory medals, Defensive Service bars and battle clasps.

These decorations are said to be extremely difficult to obtain and are generally valued highly by ex-service men. There are many in Worcester, it is said, who, although entitled to one of the medals, have not yet applied for it, either through inability to obtain an application blank or indolence.

Adjutant Escolas said: "We have applied for these blanks for the benefit of our members, but we welcome any veteran who has not applied for his medal and will be glad to fill out his application."

The post has duplicate blanks for those who have lost the medals or bars they received. The following blanks are available: Victory medal for officer with no overseas service; Victory medal with officer with overseas service, and for enlisted men with or without overseas service.

"Cross of Sacrifice"

Announcement will be made this week, it is expected, about the dedication of the "Cross of Sacrifice" which has been erected in Hope cemetery to the memory of the Canadian men and women of Worcester who died in the World War. The dedicattion was originally scheduled for July 12, but was indefinitely postponed at the time.

The monument in Hope cemetery is almost an exact replica of the memorial erected in Arlington ceme-

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Curley's Cow Is Called Hub Bull

Postmaster General Brown Gives Snappy Answer to Mayor's Plea for Pasturage on Postoffice Site

WASHINGTON, June 25 (AP)—Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposals to giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Says You"

Mayor Curley

"Says Me"

Postmaster Brown

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's Fourth of July celebration. He had asked permission for the cow to continue to graze there "until the postoffice department sees fit to proceed with erection of the building as a means of relieving unemployment." He enclosed a photograph "taken at 3 p. m. June 18" to prove present postoffice progress was nil, only a foundation being evident, though appropriation was made in 1929.

Brown answered Curley that postoffices were built by the Treasury department, not the Postoffice department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston postoffice were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to the "municipal cow."

QUINCY PATRIOT-LEDGER 6/25/31

LOCAL MEN AT HUB SESSION

Delegates to Atlantic Waterways Convention Hold Conference

Quincy was represented yesterday at the general conference of delegates to the Atlantic Deeper Waterways association convention, to be held in Boston next October, by Frederick A. Mayberry, secretary of the Chamber; John Sullivan, of the Victory plant, and Oscar L. Stevens, editor of the Patriot Ledger. The meeting was called by Mayor Curley of Boston, in Room 49, of the City Hall at Boston, and included representatives from all important commercial organizations of Greater Boston.

Mayor Curley made an address, outlining the opportunity for this district in welcoming the waterways association, and the ways that would be followed in explaining to the visitors the waterway needs here and the developments already completed or under way. Other addresses were made by John J. Martin and Frank Davis, head of the Maritime association of the Boston Chamber of Commerce. General committees were named by Mayor Curley. Of the Quincy delegates Mr. Mayberry was placed on the committee of arrangements, and Mr. Sullivan and Mr. Stevens on the reception committee.

Other conferences will be held later at the Boston Chamber of Commerce, and it was intimated that there will be general cooperation to make the convention a big success.

MILFORD NEWS 6/25/31

DIGNITARIES ATTEND O'SULLIVAN FUNERAL

Lowell, June 25—Headed by William Cardinal O'Connell, Mayor James M. Curley of Boston and U. S. Senator David I. Walsh, scores of dignitaries today attended funeral rites for Humphrey O'Sullivan, millionaire financier, philanthropist and inventor of rubber heels for shoes. Hundreds of persons were unable to gain admission to St. Patrick's church for the solemn high mass of requiem.

SPRINGFIELD NEWS 6/24/31

GOV ROOSEVELT WON'T ACT FOR SLATER RELEASE

Says There's Nothing He Can Do for Boston Woman, Alleged Incompetent

Albany, N. Y., June 24—Gov Roosevelt has declined to intercede on behalf of Mrs Mabel Hunt Slater, wealthy widow, who is confined to a sanitarium at Beacon as an incompetent, it was announced yesterday.

A committee of prominent Massachusetts and Rhode Island citizens, including the mayor of Boston, petitioned the governor to investigate the former Boston society woman's case and direct her release. A brother and sister of the woman contend that she is of sound mind.

Roosevelt said there is nothing he could do, and advised the committee to apply to the regular court channels.

EAST BOSTON ~~TIMES~~ - ADVOCATE 6/26/31

DEDICATION TUESDAY

Mayor Curley and Other Notables to Attend New Courthouse Exercises

Late this afternoon, the task of removing equipment from the temporary courthouse in the basement of the Meridian St. library to the new quarters on Meridian St., will be undertaken. There will be no lull in court business, however, and tomorrow morning's session will be held for the last time in the library building. The job of moving and settling will be completed tomorrow, Saturday, afternoon. On Monday morning all court business will be transacted in the beautiful new quarters.

Mayor Curley to Dedicate Building Tuesday

As is only fitting and proper, the honor of dedicating the new structure will fall to the Hon. James M. Curley, the one and only man who is entitled to any credit for the splendid addition. The exercises, which will be simple, will take place on Tuesday noon, immediately following the morning session. It is probable that while Mayor Curley is in East Boston he will avail himself of the opportunity of viewing progress on the vehicular traffic tunnel. Among the well-known figures who will assist in the dedicatory exercises are: Mr. John P. Englert, superintendent of public buildings; Judges Joseph H. Barnes, Patrick J. Lane and Charles Brown, Clerk of Court John S. C. Nicholls, Capt. Archibald Campbell, Reps. Hearn, Sullivan and Barker and Councilor Donovan.

Inspection of Building Following Exercises

At the conclusion of the affair, the general public will have a chance to still further inspect the building, which is the last word in modern efficiency. Those who had charge of the work are certainly deserving of praise. The new courthouse fills a long felt want in this district, and from now on, proper attention can be given all types of cases.

While we at times do not agree with some of the puzzling points of view, that the eloquent Chief Magistrate of this city, the Hon. James M. Curley, takes on issues affecting the economic and government aspects of our national, state and municipal objectives, we gladly join with all fair-minded citizens of Boston and Massachusetts in voicing our appreciation of his omni-present desire, and insistence, that the hospitalization system of Boston, be maintained on that altitude of efficiency that has made it a standard for emulation all over the United States and which has commanded the attention and admiration of the entire civilized world.

As an after dinner speaker, and an unofficial ambassador of good will to our Canadian friends at Halifax, N. S., that brilliant son of East Boston, a finished product of our public school system, Traffic Commissioner Joseph A. Conry, made a splendid impression this week. With the intensity of patriotic fervor, an inheritance from his Celtic ancestors coursing through his veins and animating his mind, and an ever ready disposition to harmonize with the most desirable aspirations of humanity, Joe Conry is of that type of citizen of whom Noddle Island is justly proud.

6/24/31

TRANSCRIPT - NORTH ADAMS

CURLEY PRESENTS CANE TO TEAGUE

Boston Mayor Brought It Back From Ireland

Henry N. Teague, former lessee of the Greylock hotel in Williamstown and now landlord of the Landlord's Inn at Templeton and head of the Mount Washington railroad and hotel companies, is the proud possessor of one of the blackthorn canes which Mayor James M. Curley of Boston brought back from Ireland.

The cane was presented to Mr. Teague by Mayor Curley upon a visit which the hotel man made to Boston city hall since the mayor's return from his European trip.

LOWELL SUN 6/27/31

FUNERAL PLANS ARE COMPLETED

Cardinal O'Connell To Speak at Services for Humphrey O'Sullivan Tomorrow

Prominent Men Numbered Among Honorary and Active Pall Bearers

Arrangements for the funeral of Humphrey O'Sullivan, which is to take place tomorrow morning, were completed today. The funeral will take place at 9 o'clock from his late home, 105 Butterfield street, and the cortege will proceed to St. Patrick's church, where at 10 o'clock a solemn high funeral mass will be celebrated. Burial will be in the family lot at St. Patrick's cemetery.

Cardinal O'Connell, long a friend of the deceased, will head a delegation of more than 100 priests at the funeral, and several hundred men and women will attend as delegates from the various organizations with which the deceased was affiliated.

The honorary pall-bearers will be Senator David I. Walsh, Mayor James M. Curley of Boston, Hon. Frederick W. Mansfield of Boston, Hon. Daniel Mahoney of Lawrence, Col. Frederick A. Estes, J. Munn Andrews, George M. Harrigan and William A. Hogan, Esq.

The active bearers will include Walter E. Guyette, Hon. Dennis J. Murphy, Dr. Frank R. Brady, Dr. Francis R. Mahony, James C. Reilly, Esq., Edward J. Saunders, Dr. Patrick J. Meehan, James J. Brown, Dr. Michael J. Meagher and Cornelius F. Cronin.

Serving as ushers at the home and the church will be William C. Purcell, J. Joseph Sullivan of Peabody, Charles L. Marren, Frederick F. Meloy, John T. McDermott, Frank X. Ricard, John J. Hanlon, James P. O'Sullivan, John C. Farrington and Henry J. McCluskey.

Rev. John J. McGarry, DCL, will celebrate the mass with Rev. Joseph F. Bonner as deacon, Rev. Patrick J. Flaherty as sub-deacon and Rev. John J. Allston as master of ceremonies.

There will be no formal eulogy, but it is believed that Cardinal O'Connell, after giving his final absolution, will speak briefly of the deceased.

Members of all delegations are requested to be at the church at 9.45 a. m. in order that they may be seated in a reserved section before the funeral cortege arrives.

A special detail of police will be on duty at the home and along the route to the church and to the cemetery.

Funeral arrangements are in charge of Rev. Dr. McGarry and John Sullivan, under the direction of Undertakers James F. O'Donnell & Sons.

Messages of sympathy and condolence continue to arrive at the O'Sullivan home, and today the following letter was received by James O'Sullivan from Mayor Curley of Boston:

"Dear Mr. O'Sullivan:—

"I desire to convey to you an expression of my deepest sympathy and sorrow in the passing of your noted uncle, Humphrey O'Sullivan.

"It would be difficult to name any man of Irish birth in the history of Massachusetts who ever rose to greater heights in the business world solely through his own personal effort and who more greatly merited the success which was won by unremitting toil.

"Mr. O'Sullivan's intense love for Ireland and every righteous cause that contributed to the benefit of his native land, his devotion to the interests of the Catholic church and his liberal support of the cause of democracy, made him beloved by all men.

"I had special occasion to know Mr. O'Sullivan intimately during my two terms as a member of congress and I can number no gentleman who came to Washington of finer qualities of mind and heart.

"I pray you will extend to Mrs. Monahan, Mrs. MacWeeny, the Misses O'Sullivan and Mr. Jeremiah J. O'Sullivan, a deep expression of my sympathy and condolence."

BROOKLINE NEWS 6/26/31

"BROOKLINE NEEDS THE AMERICAN LEGION" CURLEY

MONSTER LEGION RALLY AT TOWN HALL WEDNESDAY

Bowker Raps Old Annexation Question At Rally

Scarcely two hours after the Flying Circus of Norfolk County had descended upon Brookline, Wednesday evening, in a tremendous rally for membership to the Brookline Post No. 11, American Legion, Mayor James M. Curley was speaking to more than 2,000 Legionnaires and citizens who crowded the town hall to its utmost capacity.

"There is no place outside the ranks of the American Legion for any man eligible to be in the ranks" said the Mayor. Referring to the leading business establishments that remained open on Armistice day, he continued, "Last year most of the stores were open for business and one store was closed. The store that was closed won more customers than the stores which kept open, combined."

The Mayor, when he reached this point in his speech, bitterly criticized the stores in Boston for keeping open Bunker Hill Day. "They are more interested in the accumulation of money than in the greatest experiment the world has ever known, the American Republic," he shouted. "The World War didn't end a century ago, it ended in 1918. — Many would have it forgotten today. It did not end for the mothers and wives of the 70,000 who died over there and who still bear their burdens of sorrow. How about the 4,000 men on beds of pain and suffering in our state alone? Outside of the American Legion, not one percent have crossed the thresholds to extend a hand of sympathy and show those unfortunates that we have not forgotten. BROOKLINE NEEDS THE AMERICAN LEGION. We haven't an American Spirit. We are a grateful people, but have a short memory. We need the American Legion just so long as Russia continues the form of government which obtains there now. We need it until the government conscripts wealth as manhood is conscripted in time of war."

Before the program at the town hall took place, six bands and bugle and drum corps together with a representational division of the Norfolk County Voitre Forty and Eight, marched down Harvard Street from Coolidge Corner, to the town hall.

The Rev. Joseph N. Barnet, national chaplain of the American Legion made a brief address in harmony with the occasion. Richard F. Paul, department state commander of the A. L. spoke at length on the principle for which the Legion stands and the care of the disabled and dependents of disabled or dependants of those buddies "gone West."

In what is believed to have been a gentle reminder to Mayor Curley who was on the platform at the time that Brookline did not want annexation to Boston, Selectman Philip G. Bowker, who extended the official greetings of the town to all present declared, "Brookline, although entirely surrounded by foreign country, is as much a part of Norfolk county as any other section of that district."

The rally, which opened a month's drive for membership to the local American Legion Post, adjourned at 10:45 P.M.

PITTSFIELD EAGLE 6/25/31

MINOR MENTION

This idea of Mayor Curley that Post Office square in Boston be turned into a cow pasture, might be a very good plan, if it wasn't that there is apparently no one in Boston who knows how to milk a cow.

Among the people who are quite dissatisfied because this country has not adopted a plan for the development and welfare of its 120,000,000 people, there will probably be a good many who are unable to develop any plan for their own welfare.

WORCESTER POST 6/25/31

Eulogy by Cardinal At O'Sullivan Funeral

LOWELL, June 25 —With William Cardinal O'Connell, his friend of more than 50 years in the sanctuary of St. Patrick's Church, the last rites of the Roman Catholic faith were conducted today for Humphrey O'Sullivan, 77-year-old inventor, who died Tuesday.

At the conclusion of a solemn requiem mass celebrated by the Rev. Dr. John J. McGarry, pastor of the church, the cardinal delivered a brief eulogy.

The services were attended by U. S. Senator David I. Walsh, Mayors James M. Curley of Boston and Thomas H. Braden of this city and numerous other persons prominent in city and state activities.

Mr. O'Sullivan, inventor of the rubber heel, had given most of his large fortune to charity during his lifetime. He was a Knight of St. Gregory, and had been prominent in the Democratic party.

Burial was in St. Patrick's Cemetery.

QUINCY NEWS 6/26/31

Can't Put Up With Bull,' Brown Informs Curley

Washington (UP)—As far as Postmaster General Brown is concerned, Boston's municipal cow can find her fodder on some such place as historic Boston common.

Mayor Curley, irked by delay in construction of the new Boston post office, recently addressed an ironic letter to Brown, asking permission to pasture the cow on the post-office site. He intimated so little work being done that the cow would be quite contented there.

The postmaster general has replied:

"It is my opinion that the department should not be required to do more than put up with your bull."

Brown further explained that the delay was caused by a change in specifications, requested by Bostonians.

6/26/31
NEW BEDFORD MERCURY

CURLEY GETS A PITHY POSTSCRIPT FROM BROWN

Washington, June 25 (AP)—Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's Fourth of July celebration. He had asked permission for the cow to continue to graze there "until the post office department sees fit to proceed with erection of the building, as a means of relieving unemployment." He enclosed a photograph "taken at 3 P. M., June 18," to prove present post office progress was nil, only a foundation being evident though appropriation was made in 1929.

Brown answered Curley that postoffices were built by the treasury department, not the post office department. He said the work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston post office were therefore responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart postscript to the "municipal cow."

WORCESTER POST 6/27/31

Curley on Air Wednesday, Hub Exercises July 4

Station WORC, linked with WNAC, Boston, will broadcast Wednesday at 2 p. m. a talk by Mayor Curley of Boston on "What an American May Learn by a European Visit" and will also broadcast the patriotic exercises from Faneuil Hall, Boston, from 11 a. m. to 12.30 p. m. July 4 at which U. S. Senator David I. Walsh will be the principal speaker. Mayor Curley will preside at this meeting.

LEOMINSTER ENTERPRISE 6/26/31

SHARP REPLY TO MAYOR CURLEY

Postmaster - Gen. Brown Answers Him About Cow Pasture.

WASHINGTON, June 26 (AP)—Postmaster General Brown, in a pithy postscript, yesterday disposed of Mayor James M. Curley's proposals to giving a cow a happy home on the site of Boston's uncompleted postoffice.

"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's fourth of July celebration. He had asked permission for the cow to continue to graze there "until the postoffice department sees fit to proceed with erection of the building as a means of relieving unnemployment." He enclosed a photograph "taken at 3 p. m. June 18" to prove present postoffice progress was nil, only a foundation being evident, though appropriation was made in 1929.

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BROCKTON TIMES 6/27/31

MAYOR CURLEY WEDDING GUEST

Mayor James M. Curley of Boston was numbered among the hundreds of guests this afternoon at the reception tendered at the W. M. Hurley residence on Belcher avenue in honor of the marriage at 11 this forenoon of Miss Marjorie Carey Hurley to Daniel Gerald O'Connor of Ashmont.

Mayor Curley's wedding gift to the happy pair was an elaborate silver service, which graced the center of one of the rooms given over to the display of wedding

Chicago Daily Tribune

MAYOR CURLEY'S COW.

(Plans for the new Chicago postoffice which, after years of delay, was to have been begun early in this year of unemployment, have been sent back to the architects, according to Tuesday's Washington announcement, to be redrawn.)

Mayor Curley of Boston has written Postmaster General Brown for permission to pasture a municipal cow on federal government property. The mayor wants to make some use of the site of the proposed new Boston postoffice. The land cost $6,164,000. The building was authorized two years ago and appropriations made for it. Since then the department, with a warm bureaucratic wish to put some of the unemployed to work, has been getting around to it, as first aid in an industrial depression. Nothing has been done, but the department has the matter close to its heart.

Mr. Curley knows that the unemployed have the sympathy of the department, but he seems to be a practical sort of a man. Six million dollars' worth of real estate is waiting for the bureaucracy to extricate its foot from the chair rungs or the chandelier or the waste basket or wherever it is stuck, but that may take a great deal of time still. In the case of Chicago it's been stuck for about twenty years. As an interim use of the land the Boston mayor suggests a municipal cow. He is practical but imprudent. This will give the bureaucracy a fresh start.

Mr. Brown will respond asking what kind of a cow. Mr. Curley may reply any kind of a cow. This will be fatal. Mr. Brown will ask the department of agriculture to determine the kind of cow which, grazing on a six million dollar tract of government land in Boston, intended for a postoffice, would produce the most butter fats. The department of agriculture will make an analysis of the soil and will experiment in the development of pasture. Nothing short of two years will give an answer as to pasturage. Mr. Brown, if he is still in office, will then ask Mr. Curley, if he is still in office, what disposition is to be made of the milk, to determine whether quantity or quality is the objective. That will require a survey of the environs of the postoffice pasturage site to ascertain the number of children needing milk. This will be undertaken by the census department, but need not occupy more than two months in field work and ten in writing the report.

Mr. Brown—it being assumed here and hereafter that Mr. Brown and Mr. Curley remain in office indefinitely—will then ask the attorney general whether it is permissible to distribute milk produced by a municipal cow pasturing on government postoffice grazing land to the poor of a city block wherein the children average five to a family and most of the fathers are waiting for work on the postoffice. The attorney general will reply that this could be done in Iowa, but not in Massachusetts, if it were a Jersey cow, but not an Alderney. In the case of a Jersey cow in Massachusetts the milk from a government postoffice pasturage in the time of a depression should go to the nearest coast guard station which has shot up three rum runners in the current year. If the times are flush and the government is not trying to aid unemployment and the cow has a crumpled horn the cream should be churned, the butter being assigned to the Charleston, S. C., navy yard, and the buttermilk to the South Boston postoffice station.

Mr. Curley will notify the department that the cow is dead and Mr. Brown will inquire which cow. Mr. Curley will then report that he himself is dead and the department of justice will make an investigation of that. When the matter has been satisfactorily cleared up and Mr. Curley is discovered to be not dead, but only groggy, the department will have the plans for the postoffice redrawn to take into consideration the fact that there once was a request that the site be used for a cow pasture and the cheery announcement will be made that everything is breezing along for the rapid completion of the Boston postoffice.

The only criticism which could be made of the proposal for a five year industrial plan for the American government is that it should be a five hundred year plan. This is a grand government. It moves by glacial ages.

6/26/31
LOWELL COURIER-CITIZEN

Brown Calls Curley's Cow Letter 'Bull'

WASHINGTON, June 25 (AP).—Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted post-office.

"Referring to your desire to pasture your municipal cow on the post-office site, it is my opinion that the department should not be required to do more than to put up with your bull," wrote the cabinet officer to the mayor.

Mayor Curley had somewhat ironically suggested public picketing of a cow on a $6,164,600 piece of land in downtown Boston would "prove a real attraction," in Boston's Fourth of July celebration. He had asked permission for the cow to continue to graze there "until the Postoffice department sees fit to proceed with erection of the building, as a means of relieving unemployment." He enclosed a photograph "taken at 3 p. m., June 18," to prove present post-office progress was nil, only a foundation being evident though appropriation was made in 1929.

Brown answered Curley that post-offices were built by the Treasury department, not the Postoffice department. He said teh work at Boston progressed apace until numerous Bostonians started insisting on granite instead of limestone, and that the patrons of the Boston post-office were, therefore, responsible for the delay. This was fully explained by Brown in seven long paragraphs before he devoted the small tart post-script to the "municipal cow."

6/25/31
TAUNTON GAZETTE

Taunton Men Will Attend Convention

Clinton V. Sanders, Hon. Willis K. Hodgman, Jr. and Hon. Robert M. Leach will be Taunton's representatives on the committees appointed by Hon. James M. Curley, mayor of Boston, to handle the Atlantic Deeper Waterways Association convention in Boston, October 5 to 9 inclusive. Mr. Sanders attended the meeting in Boston, in the Boston city council chamber yesterday. He has already been named in the committee on reception. The other Taunton representatives are at present unassigned.

A contribution of $2500 toward the expense of the convention was made by the mayor. He spoke briefly on contemplated harbor improvements, forecast the presentation to Congress in December by the port authority of a comprehensive plan which would entail an expenditure by the Federal government of $4,000,000 and stressed the need and the value of a waterways improvement organization in New England.

He combined the airport with harbor development and made known that he had the assurance of two steamship lines that four-day service between Boston and Europe would eventually be established. The time saving in Atlantic travel by utilization of the service between England and Canada by the Gulf of St. Lawrence will compel competing lines, in the opinion of the mayor, to shorten substantially the running schedule now in effect between the United States and Europe.

LAWRENCE EAGLE 6/26/31.

POSTMASTER GEN'L MAKES SNAPPY REPLY TO CURLEY

WASHINGTON, June 25 (AP)—Postmaster General Brown, in a pithy postscript, today disposed of Mayor James M. Curley's proposal of giving a cow a happy home on the site of Boston's uncompleted postoffice.

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NORTH ADAMS, JUNE 24, '31.

FORMING CLUBS FOR ROOSEVELT

Boosters of New York Governor Are Active

FOR PRESIDENT

Massachusetts Democrats Expected to Support Him if Gov. Smith is Not a Candidate.

Boston, June 23—With no Democrat an avowed candidate for the Democratic nomination for President next year, Massachusetts Democratic circles already are feeling the stir of unannounced candidates, and thus early two rival Roosevelt-for-President clubs are in the making. One is sponsored by Mayor John J. Murphy of Somerville, and has Charles H. McGlue, former Democratic state chairman, as its executive in charge.

McGlue, talking about the club yesterday, said it is for Roosevelt if ex-Gov. Alfred E. Smith of New York is not a candidate—that this in in accord with the expressed wish of Roosevelt, who has not yet announced himself as a candidate, and would not do so were Smith to become an active seeker of the nomination. Democrats generally in Boston admit that Smith could have the Massachusetts delegation to the national convention if he raised his hand.

Said McGlue yesterday to a fellow Democrat: "One thing is certain about this coming convention, and that is that Massachusetts delegates to the Democratic gathering are going to board the train pledged to someone. They aren't going to get aboard as a crowd of free lances, and then have a few wise politicians instruct them while the train is on the way to the convention city. We're going to see to that end of it, at least."

The other Roosevelt-for-President club is being sponsored by Whitfield Tuck. It probably will die aborning, as soon as things get under way in earnest. But just now, Mr. Tuck is seeking members in the club, which has no reservation fees, or strings, other than that it is for Roosevelt first last and always. Tuck is an ardent admirer of Roosevelt, perhaps because his idol, Mayor James M. Curley, is out for the New York state governor. One can look behind the scenes and see the skeleton of this club of Tuck's being outfitted with paraphernalia to boost Mayor Curley's candidacy for governor, in event the Hub mayor gets into the fight.

In the Republican circles, there is considerable guessing as to what President Gaspar G. Bascom of the Senate may do. He is being considered as the most likely candidate for the lieutenant-governor nomination. Some believe he is awaiting the announcement of candidacies, and that if Curley goes into the gubernatorial primary race, Bacon will consider this as good augury for Republican success and may jump into the Republican gubernatorial race against the lieutenant-governor.

Whether Atty.-Gen. Joseph E. Warner can be considered as a possibility for the second place race is wholly a matter of the way the question is considered. Should Bacon enter the gubernatorial race, it is possible that Warner might seek the second-place nomination. However, neither Mr. Warner nor any of those who are his morst ardent admirers are making any public statements as to his intentions; in fact, are carefully avoiding anything that would savor of boosting for Mr. Warner. Yet it is a noteworthy fact that the attorney-general has many speaking engagements nowadays and thus is keeping himself in the public eye.

Gov. Ely continues to oe considered, in respect to the Democratic national ticket, by many persons on both sides of the political fence. The New York Times recently carried a laudatory editorial concerning the Westfield man, and was particularly praiseworthy of his "Yankee trader" trait with respect to his handling of the Legislature. Some see in this editorial the inception of publicity to give Ely's name national prominence to the end that he may be available at the Democratic convention, in event a deadlock ensues.

SALEM NEWS 6/23/31

Curley Threatens To Refuse Approval School Bond Issue

Boston, June 23—A threat from Mayor Curley that he will refuse to approve a $2,000,000 bond issue for High schools unless the Boston school committee holds up appropriations for two new schools in East Boston and Dorchester, last night produced the most heated private session ever held by the committee.

Appointment of one headmaster and four masters and the transfer of seven school principals occupied the committee at its special meeting. This is the largest number of changes in major positions for several years.

Once the appointments were out of the way, the threat of the mayor was vigorously discussed, and the committee refused to vote last night on the building program, which includes an annex of 12 classrooms to the Emerson school in East Boston, to cost $242,500, and the construction of a 40-class-room intermediate school in Dorchester, to cost $690,000.

Both these items are opposed by Mayor Curley. They are included in the program, to cost $1,341,701.97, which was sent recently to the department of school buildings for a report. When the report is returned next Monday a sensational meeting is expected as the two factions on the committee, which have been waging warfare for two months, carry their battle on in the open.

WOBURN TIMES, JUNE 19, 1931

PURSE IS PRESENTED TO STANTON R. WHITE

Stanton R. White, acting director of public celebrations of the city of Boston, was tendered a dinner last night by friends at the Copley-Plaza hotel.

A purse of gold and a travelling bag were given to White. Among the 100 guests who attended the dinner were Mayor James J. Curley and his brother John J. Curley. The heads of all departments at City Hall were present.

Cornelius A. Reardon, secretary of Mayor Curley, was the toastmaster.

Stanton White, the son of Mr. and Mrs. Augustus White of West Roxbury, will be married Saturday morning to Miss Sally Paula Curley, daughter of Mr. and Mrs. John J. Curley.

The girl's father is the former city treasurer. The ceremony will be performed by the Rev. Fr. William J. Casey, pastor of St. Patrick's Church, Roxbury, at 9.30 a.m.

The committee in charge of the dinner was J. Burke Sullivan, chairman, John F. Travers, William J. Bulman, John A. Sullivan, Charles E. Manion and Edward T. Matsuki.

HAVERHILL RECORD 6/24/31

Doris W. Jackson Named Interpreter

Boston Division, No. 35, has selected Mrs. Doris W. Jackson, Haverhill, as the official interpreter at the banquet of the National society of the Deaf, a fraternal life insurance association for deaf persons, at the Hotel Statler in Boston July 22 when Mayor James M. Curley will be the speaker.

Mrs. Jackson is the daughter of Mr. and Mrs. Frank D. Williams of 62 Lawrence street, this city.

6/20/31
-LOWELL COURIER-CITIZEN

CURLEY INFERS HE PLANS TO SUCCEED ELY

He and Lieutenant Governor Youngman Reveal Probable Candidacies in Political Set-to Before Sojourners.

MAYOR WOULD DELEGATE YOUNGMAN AS WELCOMER

Latter Tells California Governor It Is Harder for a Mayor to Become "Governor of This State Than It Is out There with You."

BOSTON, June 19, (AP).—Lt. Gov. William S. Youngman and Mayor James M. Curley tonight produced a two-act political drama before the National Sojourners, the plot of which appeared to be that both intend to run for governor in 1932. Youngman, a Republican, and Curley, a Democrat, have frequently clashed politically and both have been regarded as potential gubernatorial candidates.

Curley Starts Fireworks.

The dramatics began during a transcontinental telephone conversation with Governor James Rolph jr. of California, a close personal friend of Curley, from the Sojourners' dinner.

After exchanging greetings with Governor Rolph, Curley said, "I am going to have the lieutenant governor of Massachusetts speak with you—I won't say the next governor, for I may run for that myself."

Youngman followed Curley on the telephone and when he had concluded his greetings he added, "I want to assure you that it is harder for a mayor to become governor of this state than it is out there with you." Governor Rolph is a former mayor of San Francisco.

Youngman Hopes to Greet Club.

Soon after the telephone conversations, Youngman and Curley addressed the Sojourners, an affiliate of the Masons.

Youngman closed his address with a remark that he hoped he would be in Boston to welcome the Sojourners at their next Boston convention in a social way as well as in an official capacity. He then left the hall.

Curley, who followed Youngman on the program, concluded his address with the remark, "I noticed that twinge of pathos in the closing line of the lieutenant governor's speech and I would like to have sent him away with the assurance that I will delegate to him the duty of receiving you when I am governor."

BROCKTON ENTERPRISE 6/23/31

A Moment's Chat

POLITICAL issension in high places, bickering in the legislature and the recent wet weather moved the chief to suggest Robert M. Washburn, humorist and publicist, and William M. Melcher, harbor master at Hingham, as a good team for governor and lieutenant-governor. He felt sure they would brighten up Beacon Hill.

Mr. Melcher sends a repiy which indicates he is in a receptive mood, but fully cognizant of serious competition. Read on:

To the Editor of the Enterprise:

In a recent issue of the Hingham Journal there was a copy of an item from your paper in which you suggested that Mr. Robert M. Washburn and the writer would make a good team as governor and lieutenant-governor. I certainly thank you for the compliment, as it would indeed be an honor to be associated with Mr. Washburn, but I hesitate before filing my nomination papers as there are a good many points to be considered.

If I remember correctly a speaker at some recent public function stated that a certain lieutenant-governor started his baby kissing campaign years ago. Now if baby kissing is one of the requisites for getting votes then "I do not choose to run." When I was very young we had a minister who made a practice of kissing all the children as they came out of church and as this was before the days of safety razors I made a childhood vow that I never would go in for kissing in a big way. If I could skip the babies and start in with the baby dolls why that would be something else again.

One should always seek to better one's self and I am wondering if holding the lieutenant-governorship would really be in the line of a promotion. Our former esteemed townsman, the beloved John D. Long, after serving as governor became secretary of the navy, which was indeed a great honor; but to forfeit the leadership of our local navy department for the lieutenant-governor's chair seems to me to be a step in the wrong direction.

I have always thought that the office of lieutenant-governor was similar to that of vice-president of a large bank, and as most of our banks have a number of vice-presidents how would it be if Massachusetts tried the same arrangement and had a number of lieutenant-governors? Why not redistrict the State and eliminate a lot of our legislators, as some of them would never be missed, and then elect a flock of lieutenant-governors, each one a specialist in his particular line?

This is an age of specialists in all other professions—why not in the lieutenant-governor's profession also? We could have one who devoted his entire time to church affairs and baby kissing; another, whose war record was unimpeachable, could attend all Legion and patriotic affairs. Some retired farmer might be found who could visit the agricultural fairs and as this would take up only a month or two of his time in the fall he could take the governor's place before the camera for the balance of the year, buying the first peony at the beginning of the Anti-Rose-Bug-Drive or the first share of stock in Help-the-Brokers-Week and thus save the chief executive for more important duties.

As you suggest, it would relieve the seriousness of the Hill to have a lieutenant-governor playing the part of the court jester, but if the committees of the lower branch fall for any more fairy tales as easily as they fell for the bedtime stories told by the proponents of the Boston-Hull roller-coaster bridge then we will need no one else to give us a good laugh now and then and we can save the expense of a lieutenant-governor specializing as a columnist. Perhaps Mr. Washburn has some suggestions.

WILLIAM M. MELCHER.
Hingham, June 16, 1931.

"BOB" WASHBURN'S reaction to the informal nomination is awaited with interest. He is pastor emeritus of the Roosevelt Club, conductor and motorman of Bob Washburn's Weekly in the Boston Transcript, wit of the Massachusetts legislature at one time and the handiest man with the javelin east of the Rockies. And maybe west of 'em, for that matter.

Mr. Washburn never throws the hammer or puts the shot at political tournaments, but one of his shining javelins has been known to make a non-stop flight from Boston to California and puncture the egoism of the sunkist State's national menace.

Whether he counsels Allie Fuller, Mr. Coolidge, James Michael Curley or Mai Nichols it is with socratic wisdom and felicitous phrase, to the entertainment and instruction of a large congregation. The chief is not alone in thinking he would be an elegant governor, whose messages to the legislature would be widely read.

What about it, Bob?

PROVIDENCE SUNDAY JOURNAL 6/21/31

SMITH IN MASSACHUSETTS

Mayor Curley of Boston, who managed the Smith presidential campaign in that city three years ago, is now definitely pledged to the Franklin D. Roosevelt standard for 1932. In a statement just issued he unreservedly declares that it is the duty of ex-Governor Smith (who had his chance in 1928), to come out in support of Governor Roosevelt. As for himself he is prepared to stump Massachusetts for the Roosevelt cause, and it is intimated that he has visions of seeing himself nominated for Vice President on the Roosevelt ticket next year.

Shortly after his recent return from Europe, Mr. Curley's name suddenly appeared on campaign buttons in the Bay State along with the name of the Governor of New York. They blossomed in the vicinage of Boston as if by magic. After a few days the Mayor's formal disapproval was visited upon them and they disappeared—also as if by magic. But in the meantime the idea of "Roosevelt and Curley" as a possible 1932 partnership had been spread abroad. The Mayor, who is a keen politician, gives no sign of being mortally offended.

Any such ticket would of course be geographically lopsided. The probabilities favor the choice of a presidential nominee from one section of the country and a vice presidential one from some other section. "Roosevelt and Curley" would mean that the Democratic party had determined to concentrate on the northeastern corner of the nation, leaving the important Middle West to shift for itself. The chances are very much against any such grabbing of honors in this part of the United States. If Mr. Roosevelt should be nominated for President, in all likelihood his running mate would come from the farther side of the Alleghanies. But Mr. Curley, who knows this as well as anybody else, presumably has in mind the advantages he can secure from a friendly association with the New York Governor short of actual nomination for Vice President.

The first advantage has to do with the Massachusetts leadership in case Mr. Roosevelt wins the nomination and election. Mr. Curley would then be in the forefront of affairs. When Colonel Edward M. House, Woodrow Wilson's bosom friend, held his conference at Manchester-by-the-Sea the other day, with the apparent purpose of furthering the Roosevelt candidacy for President, Mr. Curley let it be known that he was for the New York executive, but the two Massachusetts Senators went on record in favor of "Al" Smith. Mr. Walsh said: "Let us be sensible. What's to be gained by refusing to face the situation as it exists? If Al Smith desires to have the nomination, then of course Massachusetts will be for him and none can prevent such a development. He is first in the affections of the Democrats of Massachusetts." Senator Marcus Aurelius Coolidge approved this view.

Mayor Curley's plea to ex-Governor Smith to come out for Governor Roosevelt will probably fall on deaf ears. "Al," like "Jim," is a politician of no mean experience or talent. He perfectly understands the unique position of influence he holds in Democratic counsels, and he is unlikely to do anything to surrender or injure it. He is still, in spite of his 1928 defeat by Mr. Hoover, the national leader of his party and under the two-thirds rule he will have an extraordinary influence in the next nominating convention. Whether he will eventually come out for Franklin Roosevelt or decide to take a second bite at the White House cherry himself cannot now be foretold, but in the meantime there is going to be a pretty bit of ante-convention strategy in the Bay State, with the energetic Boston Mayor throwing down the gage to the two Senators, and, beyond them, to the 1928 Presidential nominee and the latter's close friend, the party chairman, John J. Raskob. It is plain enough that Massachusetts is going to be an intra-party Democratic battleground.

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NEWS OF THE WEEK IN REVIEW

WALTHAM NEWS-TRIBUNE 6/22/31

Bid for leadership

Mayor James M. Curley of Boston has made a strong bid for the leadership of the Democratic party in Massachusetts by his unequivocal support of the candidacy of Governor Roosevelt of New York. Just at present Governor Roosevelt is in front of the other possibilities. Those who have hoped and who still hope to see former Governor Smith make another effort to attain the White House have received little or no encouragement. It is assumed by most leading Democrats that Smith will not seek the nomination. Should he seek it his chance of securing it would be meagre. Even if he should develop strength enough to deadlock the convention, all that could be accomplished would be to keep Roosevelt out.

It is assumed that Senator David I. Walsh would prefer Smith to Roosevelt. The senator has not committed himself and is not likely to place himself in a position that might be construed as inimical to the candidate who just now has the inside track in the race for nomination In the event of the nomination and election of Governor Roosevelt. Mayor Curley would be in a strong position. We have serious doubts, however, of his ability to oust Senator Walsh from the place he has for several years occupied. Democrats do not forget that while Mayor Curley is a strong vote-getter in Boston, the strength of Senator Walsh is statewide.

It seems to be accepted as a fact that Mayor Curley will seek the Democratic nomination for governor next year whether Governor Ely is a candidate or not. The relative strength of the two men in the Democratic party may be difficult to determine. There is no question as to who is the stronger with the public throughout the state. Mayor Curley—outside of Boston—can command only a handful of Republican votes. The result last year demonstrated that Governor Ely had considerable Republican support and nothing has occurred since to alienate it. It is probable that any of the Republican aspirants would prefer Mayor Curley as an opponent to Governor, if conditions are the same in 1932 as they are today.

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Luce to Face Dallinger

Battle Royal in Prospect for Republican Congressional Nomination as Result of Redistricting — Politics Warming Up—The Roosevelt-Curley Talk

By BEACON HILL

BOSTON, June 20.—Frederick William Dallinger is back from ten weeks spent in observing various matters in Europe, possibly the political problems thereof, and though he has issued a pungent statement regarding the redistricting bill which tosses him and Congressman Robert Luce into the same district, he has not a word to say about any plans for his entrance to the lists as contender (a) for the lieutenant-governorship or (b) the governorship.

What will happen in the district is this: Both Mr. Luce and Mr. Dallinger will go before the voters for the Republican nomination to Congress, and the voters will decide which is the one to remain in Washington. There will be no withdrawals, no diversions, no digressions, no "promotions" and no bargains.

Well, why not? Here are two men particularly fitted for the offices they hold. Mr. Dallinger has been continuously in Congress from 1915 to date, except for a brief interlude when he was one of the three candidates for the Republican nomination for the Senate—the others, it will be recalled, being Frederick Huntington Gillett (we hope you'll accent the first syllable, because that's right, or used to be) and Louis Coolidge. It will be also recalled that the successor to Congressman Dallinger died soon after his election, and that Mr. Dallinger was then promptly re-elected to his old seat.

Robert Luce has served in Congress since 1919. It is a queer freak of circumstances that these particular two men should now have the disagreeable necessity of facing each other, one to win, one to lose; queer, because they represent quite similar ideals in public life. Both are of conspicuous integrity, exceptional ability, and unusual dilligence. Both are dry—and neither is a fanatic on the question. Both have been dry since long before there was any special political significance in it. Both have written authoritative works on government. Both have held important committee positions. Both have large influence in Congress, due to their personal qualities and to their long service with its consequent familiarity with national legislative problems.

So we are to have what may fairly be called a battle royal. It is at least a gratifying thought to the Republicans concerned by residence in the new district, and to the state at large which they also serve, that whichever wins, he will be eminently worthy of the office.

No "Off Years" Now

This Dallinger-Luce situation is but one of a number of manifestations of the fact that there are nowadays no "off years" in politics in this state. Maybe this ought to be an off year, because there is no election in it; but it is nothing of the kind. Down at this end of the state, certainly, politics is seething, in both parties.

Over on the Democratic side opinion is divided as to whether or not Alfred Emanuel Smith of New York is to be a candidate for the Democratic nomination for President. The strongest indication that he is not in the race—that is, that he will refuse to let himself be considered a candidate,—is the open activity of certain influential and ambitious Democrats in behalf of the candidacy of Franklin Delano Roosevelt—who also has not yet said that he is a candidate, though few doubt it. When James Michael Curley comes forth in active championship of the Roosevelt cause, and when such a group as the new Roosevelt-for-President League of Massachusetts files its list of officers at the State House, it is a fair inference that the Smith candidacy is not to be. The best that David Ignatius Walsh, than whom no Democrat could be more cautious, could do at the luncheon given by Edward Mandell House at Magnolia this week, was to say that "next to Smith, of course, I am for Roosevelt." Senator Marcus Allen (not Aurelius) Coolidge is in a similar frame of mind.

It's a Smith State

Now, there is not the slightest doubt that this is, Democratically speaking, if not more so, a Smith state. If Governor Smith allows the use of his name as a candidate, there will be no two ways about it in Massachusetts, and the Roosevelt boom here will blow up like a toy balloon. There is every indication now, however, that Governor Smith will not allow his name used. Hence the activity in behalf of Roosevelt in Massachusetts. A good deal of his strength among the Democrats

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of this state comes from the work he did in Al Smith's behalf.

Meantime, what about the prominence given to our own James Michael Curley in the national arena? There are some "Roosevelt-Curley" buttons still around. Geographically it looks bad, of course, as the Mayor was quick to point out in undertaking to squelch the talk of running him second place on the ticket. Still, you never can tell. These are strange days politically. Meantime we may recall, despite the Mayor's sincere condemnation of the Roosevelt-Curley boom as "unwise," the engaging story, which we may have told before, of the parishioner who warned his pastor that so much flattery as was showered upon him might turn his head. "There's no danger of that," said the good man. "It all runs off me like water off a duck's back."

"Sure," said the other, "but the duck likes it."

That politics is warming up is shown by the tenor of some of the speeches and addresses we have heard hereabouts lately. For instance, when Mr. Curley spoke in the Charlestown armory on the eve of Bunker Hill day—a patriotic and presumably non-political occasion—he took the opportunity to whack the President. Also, when United States Senator Daniel O. Hastings of Delaware, Republican, was addressing the graduation class of the Suffolk Law school—likewise a presumably non-political occasion,—he propnesied a Republican victory in 1932.

Incidentally, why do occasional Senators and Representatives join in the chorus of swatting Congress? After expressing the thought that "nothing could be worse for business right now than an extra session of Congress," Senator Hastings added that it might not do any great harm if the next Congress did not meet at all.

Congressman Joseph William Martin, Jr., not long ago expressed his antipathy to the idea of a special session, but forebore to say that Congress ought to quit altogether. Congressman Charles Aubrey Eaton of New Jersey, however, improvising on the same theme, went farther and said that "it would be a great advantage to the country if we could omit the next regular session of Congress, let alone a special session."

We have had an abundance of presidential possibilities in and about Boston lately, — Franklin Roosevelt, Newton Diehl Baker, John William Davis, for instance. Also, Dwight Whitney Morrow. And of course Calvin the Silent we have ever with us.

Senator Morrow has been up at Hanover gathering in an honorary degree from Dartmouth—LL. D. There's a good story of Senator Morrow, that we commend to any man who has been scoffed at for forgetfulness. The story is that Mr. Morrow was traveling on a railroad train in New Jersey and could not find his ticket. "Oh, that's all right, Mr. Morrow," said the conductor, "you can let me have it some other time. It's all right."

"No, it isn't all right," said the Senator, "I've forgotten where I'm supposed to be going."

There's a lot of satisfaction in that story.

Boston's Bid for Convention

How far will Amos Taylor get with his plea for holding the 1932 Republican convention here in Boston? There are three reasons for hope, that used not to exist: The city has an adequate auditorium in the Garden. It has added hotel facilities. It has demonstrated its ability to handle a great crowd, in the case of the American Legion gathering. It may be added that Boston's climate is endurable in June—which is more than can be said for some of the places that have been picked for conventions—by both parties—in the past.

It has always seemed too bad that political conventions are held in conditions of physical discomfort, as usually is the case. If it is of any value to keep the nerves of delegates reasonably calm, and their health good, why not pick out a convention city with that thought in mind?

Perhaps the possibility that the name of Mr. Coolidge might come before the convention may operate against a Boston choice. That possibility still exists, and we hear occasional whisperings of a plan to get his name pronounced from the floor, after three or four ballots have failed to nominate President Hoover, the idea apparently being that this would stampede the convention. Maybe it would, maybe not.

An inference has been drawn from Mr. Coolidge's speech at Marion, Ohio, to the effect that his warm praise for President Hoover meant that he is not to be considered at all. It's risky work, drawing inferences from what Mr. Coolidge says in his speeches. When he has anything definite to say he makes himself very clear. We cannot find in the reports of his Marion remarks anything that necessarily means he is irrevocably out of all presidential consideration. Of course he would not allow his name to be placed before the convention against Mr. Hoover; but that's quite different from refusing (by quick telegram) if someone should rise on his hind legs among the assembled delegates and shout "Coolidge and Prosperity."

All of which is not idle chatter, but a translation of a good deal of talk that is going on around among the frequenters of various parts of the State House. The only unsympathetic interpretation of the Marion speech that we have heard up here is that his rather generous praise for President Harding won't do him (Mr. Coolidge) any good at all. Warren Gamaliel Harding is dead, and he was President of the United States, but there is no great glory in extolling him for what he was not.

The weeks roll around, and still the state registrar of motor vehicles continues to register. It's a guess if the savage attack made upon him by his predecessor in that office, Frank Goodwin, will or will not expedite the appointment of a new registrar. The best guess is that it clinches Captain Parker in his post for a time—at least until the dust settles. If Governor Ely were now promptly to put a new man in Captain Parker's place the word would certainly go about these Beacon Hill corridors that Frank Goodwin had pushed him into action. Governor Ely is a hard man to push.

Hard for an "Ex" to Forget

It is a curious fact of politics that one of the hardest things for any man who has held public office to do is to forget that he is no longer in that office. Frank Goodwin, a man of exceptional energy and the most positive opinions, quite natur-

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ally finds himself thinking as registrar of motor vehicles. He cannot help it. There is the even more notable case of former Governor Fuller, who undoubtedly chafes at inactivity, and who has demonstrated frequently that he still thinks with a gubernatorial mind. Another notable instance this year has been Henry Shattuck, one of the ablest men who have sat on Beacon Hill in this generation. He showed during the session the eagerness of a former ruler still to rule.

Frank Gilman Allen is an exception to this. He has been out of office nearly six months, but he has avoided every opportunity to say a word on the way things are going in the State House or in the Republican party. We have heard him make several addresses since his retirement from the governorship, and in none of them have we detected even the slightest political flavor. Maybe this is good judgment, too. The whirligig of time works political wonders, and though there is not a vestige of any present sign that there will be a call for the re-entry of Mr. Allen, this is entirely possible.

LYNN ITEM 6/22/31

MARBLEHEAD

Firemen Do Great Work in Confining Fire to Barn Sunday Afternoon

Quick work on the part of Marblehead firemen averted what might have proved a conflagration early Sunday morning when fire from spontaneous combustion partly destroyed the Elbridge Goodwin barn on Brown street. The strong northwest wind prevailing and adjacent wooden buildings, created a hazard which would have been difficult to overcome had not the firemen succeeded in confing the blaze to the building.

The fire was discovered by Henry Martin, an employee, at 7.10 Sunday morning. According to Martin's story the hay on the second floor of the barn broke into a sheet of flames as he hoisted the first pitchfork full to feed the horses. Martin ran out of the building and sounded an alarm from box 29. He then returned and brought two horses, stabled in the place, to safety.

Firemen on their arrival found the flames raging fiercely in the hay loft of the barn and four, two-inch water lines were brought in through the doors to battle the highly combustible material. Tons of water were poured on the flaming mass before the fire was under control. In the meantime two valuable trucks on the ground floor of the building had been rolled to safety by the firemen.

Scores of persons were attracted to the scene of the fire by huge clouds of yellow smoke given off by the burning hay. Smoke mushrooming through the barn hampered the firemen in their work. Spectators declare that the firemen did an exceptionally good job in confining the fire to the building as it contained a large amount of combustible material and with the high wind it resulted in a menacing situation.

WILLIAM S. JEWETT.

Funeral services for William S. Jewett, Peaches Point, Marblehead, retired shoe manufacturer, were held at the Grace Episcopal church, Lawrence, Sunday afternoon with the Rev. Bertram Bowser, rector, officiating.

The funeral was largely attended by relatives and friends from Marblehead and Lawrence and by many former business associates. Bearers were E. G. Cook and Frank S. Cleghorn of Marblehead, L. S. Adams of Wellesly, C. J. Corcoran of Lawrence, W. F. Bartholomew of Boston and C. J. Mahoney of North Andover.

Many of the city officials of Lawrence were present. It was said that Mr. Jewett had left his impression on the civic and business life of Lawrence and that no one in recent years had done more to advance the interests of the city than had Mr. Jewett. As a banker he had been of great aid in extending help to firms locating there and as a newspaper man he had been forceful and resourceful.

The burial was in the family lot at Bellevue cemetery where committal services were read by Rev. Mr. Bowser.

CHARLES ENDICOTT.

The funeral of Charles Endicott, a highly respected citizen of Marblehead, was held at the Nichol's Mortuary chapel, Sunday afternoon, at 2.30 oclock. Rev. Dwight L. Cart, pastor of Old North Congregational church, conducted services. A profusion of floral tributes attested to the esteem with which he was held in the community. Burial was in Waterside cemetery.

SCOUTS ON PATROL.

More than 20 Marblehead boy scouts joined in a search Sunday for William G. Torrey, 86, at Beverly, who has been missing from the home of John Weatherbee, 688 Cabot street. The Marblehead scouts were called out at 10 o'clock Sunday morning when the scout call was sounded on the fire alarm. The Marblehead delegation was in charge of Scout Master Roger Hanners and Senior Patrol Leader Frederick Hinch. Transportation was furnished by Jesse Lent and R. M. Hayward. Scout Commissioner Robert Livingstone announces that hereafter when the scout signal is sounded, members are to report to the police station instead of the Old North church.

MAYOR CURLEY'S PARTY.

Mayor James M. Curley and City Treasurer Edmund L. Dolan of Boston made an extended stay in Marblehead harbor Saturday, when the Maicaway, the city treasurer's yacht, fouled a mooring cable with her propeller as she was pulling away from the landing stage at a local hotel. The mayor, with his son and daughter, visited the hotel early in the afternoon and, after enjoying bathing, the party started back to Boston. As the Maicaway was clearing the landing stage the propeller became entangled with a mooring chain.

Efforts of the crew to free the craft proved fruitless, and it was necessary to employ the services of a diver before the yacht was freed. The party left at 11 o'clock Saturday night.

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Warner Acknowledges Youngman Leadership

Attorney General Sounds G. O. P. Rally Cry at State Women's Republican Club Meeting—Lieut. Governor Reads from Manuscript So "I Won't Be Misquoted" Chairman Taylor Seeks National Convention for Boston—Fuller Absent at Meeting Though Listed as Speaker—Democrats Nettled by Curley Attitude

By JAMES H. GUILFOYLE

DANVERS, June 20.—Lieut. Gov. William S. Youngman did not have to share the spotlight with Alvan T. Fuller at the militant rally of the Women's Republican club of Massachusetts in the historic Putnam House barn this afternoon when the drive for restoration of Republican control of the state government and the renomination and re-election of President Herbert Hoover was begun.

Mr. Fuller, although promising to be present to ginger up the gathering with his independent oratory, telegraphed at the last moment he could not attend, and was taken severely to task by Mrs. Charles H. Masury, presiding officer, and a power in the politics of Essex county.

Lieutenant Governor Youngman, warned by the chairman, "while it is early, now is a good time to start to make votes for the next campaign," made his first direct reference to the Governor Ely bond proposal and the recent congressional redistricting, but dealt only in generalities. Principally he discussed the era of Republican success, which is about to dawn and advised women's Republican clubs to steer clear of controversial questions, despite the recent request of the state committee to some of the clubs to take action.

Atty. Gen. Joseph E. Warner, who curiously enough took the place on the program which would probably have been allotted to the man who retired him temporarily to private life a decade ago by defeating him for the Republican nomination for lieutenant governor, sounded a rallying cry for Republicans. He acknowledged the leadership of Mr. Youngman in the party and then dwelt at length on the child welfare program conceived under the Republican administration of former Gov. Frank G. Allen. He noted that the stream of Republican concern for the welfare of its people has been translated into more than 30 laws for the benefit of unfortunate children during the past session.

The sweltering heat did not dull the ardor of the 100 women and sprinkling of men who were present. They were liberal in their applause of the perspiring orators who reciprocated by shortening their addresses.

Effects of Heat

The heat, however, took its toll in another way.

"There's the stonewall where Whittier wrote many of his poems, said a native Republican wandering around outside the Putnam barn.

"What newspaper did he work on?" was the serious question of another who had spent the previous moments meeting members of the press.

Then during the address Lieut. Gov. Youngman told the women of the origin of gerrymandering.

"The first part of the word," he said "is taken from the name of a man, Gerry of Rhode Island," and he recalled how this man was associated with the laying out of political districts that Mr. Youngman said looked on the map "like a rooster."

Political authorities say the word had its origin through a system of laying out of districts for the benefit of one political party that took place during the administration of Gov. Elbridge Gerry of Massachusetts back in 1812. But then one can't be expected to remember everything with the mercury at 95 in the shade and perspiration dripping from the faces of the audience.

Lieut. Gov. Youngman resorted for the first time in this correspondent's recollection to the use of a prepared address which he explained to the women was so "I won't be misquoted."

Sitting on the same wall where Whittier composed many of his famous poems, Joe Ward, the lieutenant governor's Friday, checked the manuscript before it was given to the press, and Mr. Youngman stuck to it until he had said every word of it. But he didn't stop there and some of his most interesting remarks were extemporaneous.

Mr. Youngman told the women of the Legislature's responsibility in redistricting, not only congressional districts but senatorial, councillor and other districts and declared that if the women wanted the Republican party to control the situation they should be sure to send Republican senators and representatives to the Legislature.

"We have recently had a congressional redistricting," he continued, "And there are some who are not satisfied with it. But the congressional redistricting was not my responsibility but that of the Legislature and governor."

Launching into a discussion of state expenditures, Mr. Youngman said it is a vital concern of the people how the money goes and how much of it because in the final analysis it comes out of the family purse and the workmen's envelope because the rich don't pay all the taxes. Discussing the talk with reference to bond issues during the recent session Mr. Youngman said, "Bond issues simply postpone the evil day of payment."

Concluding his remarks, the lieutenant governor warned against the voters making decision when they have heard only one side of the story.

"If such and such tell you that such and such was the action of the committee, wait until you hear both sides before you act. Demand to hear both sides. Base your decision on the propaganda of truth."

In his prepared remarks Mr. Youngman showered praise of Mr. Hoover and then outlined his views on the attitude which Republican clubs should maintain. His remarks were addressed principally to the women, but he said that some men's clubs had caused a lot of trouble.

"I want to quote," he said, "from some remarks of Mrs. Charles Sumner Bird made in opening the Institute of Politics at the Women's Republican club a few weeks ago. This was good advice from an eminent and unselfish worker for the Republican party. Here it is:

"'It was understood that the Women's Republican club was to be independent of the state committee, but must adhere to the principles of the Republican party and interfere in no way with the state, or national committee's affairs. And to my mind that should be the status of all the political clubs of our party. I may be wrong, but still after years of experience and thinking, and with no thought but for the best interests of the committees and clubs, I feel certain that the state committees are making a political mistake to take any responsibility in the formation and engineering of clubs, other than to demand that they be loyal to the Republican principles of the party. They shall not sponsor, or work for legislative bills, or political offices, but take a neutral stand on controversial questions.'

"Recently the state committee has asked some of the Women's Republican clubs to take action on controversial questions, and some of them have. I think it would be far wiser if the Republican clubs, both men's and women's, throughout the state, followed the advice of Mrs. Bird which I have just quoted. If they do, it will be for the best interests of the clubs, and of the Republican party."

Mrs. Masury in presenting Mr. Youngman expressed her disappointment at the failure of Former Gov. Fuller to come.

"I think a lot of him. He's an old pet of mine you know," she said. "He had promised to come and I thought he would be here. But I don't care if he isn't here because we have with us a man you can always depend upon, Mr. Youngman. And while it is looking forward some distance if he wants to make votes in Essex county now is the time."

Other speakers included Rep. Ralph Wheelwright who told the women he dared to vote for a $2 poll tax on women to finance old age assistance although some of his colleagues said they wouldn't dare face their constituents if they did that.

Drive For Roosevelt

The Danvers rally which marked the opening of a militant campaign which the women plan to press with vigor was the highlight of a week crowded with the usual political developments that the torrid weather engenders. The supporters of Gov. Franklin D. Roosevelt as the Democratic candidate for president opened their drive for his nomination and stirred up all sorts of comment. Mayor Curley continued his enigmatic

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remarks concerning his future political ambitions and Chairman Amos L. Taylor of the Republican state committee launched a movement to bring the 1932 National convention of his party to Boston.

The launching of the Roosevelt drive in Massachusetts was not unexpected following the luncheon given by Col. Edward M. House at Manchester-by-the-Sea last week. Just how far it will progress before the ambitions of Alfred E. Smith and Governor Ely are definitely known is problematical. Massachusetts' recognized leaders of Democracy are for Smith first and Roosevelt second, providing Governor Ely doesn't want a favorite son boom.

From the Democratic standpoint, however, the Roosevelt drive won't do any harm for it is relieving to a very moderate extent some of the unemployment, a few paid field workers having been put on the job of arousing Roosevelt sentiment during the week.

Mayor Curley satisfied with the publicity accorded him by his shift of support from Owen D. Young to Roosevelt has continued his observations of the presidential situation during the week and found willing writers. His most recent effusion calls on Governor Smith to make known his stand so Massachusetts won't be kept in a position of indecision. He says that Smith won't run.

In the meantime, however, the famed Daniel H. Coakley who ran against Curley for mayor of Boston simply to harrass him and say things about him over the radio has said some more about Curley. He takes up the claim of Curley's friends that he settled the trouble between the Pope and Mussolini and expresses the wish that he had gone to the Kaiser before the World War.

"If a 24-hour stay in Rome could accomplish the settlement of a problem of hundreds of years' standing," says Coakley, "a visit by Curley to the Kaiser would have certainly prevented the World War and its after effects."

Concluding Mr. Coakley allows that Mr. Curley running as delegate for Roosevelt couldn't be elected in his own ward against Omar Khayan, whom the mayor often quotes.

Gen. Charles H. Cole, the party candidate for governor in 1928 also takes exceptions to the pushing of Roosevelt until the intention of Governor Smith is more definite and has indicated he will have nothing to do with the movement.

Puzzle to Democrats

Mayor Curley is fast gaining the nickname of the "Fulier of the Democratic party," because of his seeming delight in keeping his party friends and foes worried as to his future intentions.

For some time there has been rumor he might oppose Governor Ely for the Democratic nomination for governor. It persisted when he left for Europe but he came back from that trip with a full-fledged boom for his candidacy for vice president. Some of his friends took that so seriously that during the week buttons for a Roosevelt and Curley ticket made their appearance until the mayor is reported to have called it off. Then last night at a banquet of the Sojourners he revived the report of his gubernatorial aspirations by stating firmly that he intended to be governor. The difficulty now is that no one knows when Curley is jesting. The belief is quite general that he hasn't any definite plans and like Mr. Fuller enjoys in just fishing around and discomfiting his enemies.

This much can be said that no one regards Curley as a serious threat for any office at this time.

G. O. P. Convention City

Chairman Taylor is enthusiastic over his suggestion that the Republican national convention be held in Boston. It is not likely to happen, however, for there are various reasons that will send it to some other city. The word is out confidentially that President Hoover will have the say of where the next convention will take place.

Chairman Taylor believes such a convention in Boston would be a wonderful thing for restoring Republican enthusiasm in Massachusetts, particularly in view of its Democratic tendencies in recent elections. He says the city has sufficient hotels to accommodate delegates and the Garden is sufficently large for the convention sessions. The business which the convention would bring would be appreciated and it would mean a lot to the Republican organization in the state. There is, however, the matter of guarantees and other similar features which might be difficult for Boston to meet, particularly if it had to bid against larger cities.

Chairman Taylor started during the week to bring about complete harmony in the party by suggesting that former Governors Fuller, Allen or Cox would make excellent material for vice president on the national ticket. It was taken to mean in some quarters that the Republican organization wouldn't object if one of these men decided to seek the gubernatorial plum instead of the national ticket nomination. Chairman Taylor's words were regarded by some as a "feeler" which may bring developments later if sentiment can be aroused that any of these men would be the strangest candidate the party could offer to oppose Governor Ely in 1932.

6/22/31

QUINCY PATRIOT-LEDGER

Quincy's Waterway Interest

Mayor Curley of Boston has called a conference on Wednesday next at 1 P. M., of the delegates chosen by near-by Massachusetts cities and towns to the Boston convention of the Atlantic Deeper Waterways association, set for the week of Oct. 5. This conference will be concerned only with preliminaries, of course, but it suggests that the time is ripe for action here in Quincy looking to the formulation of any definite proposals or policy that deserves to be advocated by Quincy when the big sessions begin next fall. It is not in the nature of things that a city of the size of Quincy should have large concern in the major projects to be discussed in the convention. But unless Quincy lines up, one way or another, on waterway questions, it might as well take no part at all. And if it is to throw its weight on one side or the other of such questions, now is the time for considering its policy.

Generally speaking, the Atlantic Deeper Waterways association is concerned with promoting such cutting of shoals and isthmuses, and such dredging of back channels, as will eventually disclose a complete system of connected waterways reaching down the entire coast from Boston to Jacksonville or Key West. A supplementary interest is the continuation of that system through the Gulf of Mexico and the Mississippi and connecting rivers so as to open water routes all through the interior of the country. While Quincy has little or no commerce at present that can make use of such a network of channels, Quincy's position on the Atlantic seaboard, with two fine river entrances of its own, gives it a potential interest of great value and importance. For one thing, Quincy seems destined to be the place where Boston commerce will expand, whenever it spreads beyond Boston limits. Another thing, more immediate in its effects perhaps, is the fact that Quincy seems even now to show the beginnings of what will very likely make it one of the greatest boat-building centers of the eastern United States.

If Quincy is to build boats, more and more of them, Quincy should join with the leaders in advocating the great system of protected water highways on which such boats will in future be the tourist cars and freight trucks. Quincy's possibilities as a producer of motor boats should alone be sufficient to mobilize this city's forces and develop a policy of waterway promotion here that can get its helpful expression at the Boston Waterways convention, at the same time that it helps to make that convention

SPRINGFIELD NEWS 6/20/31

NOT SPEAKING FOR BAY STATE DEMOCRACY

Talking to a group of newspapermen yesterday Mayor Curley of Boston, who only recently came out for Franklin D. Roosevelt for the Democratic nomination for President, demanded that Alfred E. Smith step aside in order to advance the candidacy of Roosevelt. Presumably Curley imagines that he is speaking for the Bay State Democracy. But in this instance, as in some others, Curley is speaking for himself alone and nobody is being deceived into any other line of thought affecting the state democracy.

Without difficulty it will be recalled that Curley has attempted to speak for the Democracy of the state on other occasions and the Democracy of the state showed that it had a mind of its own. Curley, it will be remembered, demanded that Joseph B. Ely step aside from his aspirations for the governorship in the last campaign in favor of another candidate. But the Democrats of Massachusetts showed that they wanted Ely for their candidate, regardless of Curley's views, and the people of the entire state showed just as conclusively that they wanted him for governor. Curley did not speak then for the Democrats of Massachusetts and he does not now speak for them.

The Democrats of Massachusetts will be pleased beyond any shadow of a doubt to espouse the cause of Gov Roosevelt for the presidency. But they will first demand that justice be done Alfred E. Smith and that Smith be given a chance to say whether he will be a candidate for the nomination before they tie up with anybody else, however deservedly admired and beloved. And if Smith says that he will run there is absolutely no question as to where Massachusetts will stand in the Democratic convention.

Massachusetts will stand, as Senator David I. Walsh has so sagely pointed out, with Smith as long as there is a semblance of a chance of Smith winning the nomination. There is not much of a doubt about that. Indeed, whether delegates are instructed or not there is no question but that the delegation will be practically unanimous for the standard bearer in the last presidential campaign.

Brilliant talker that he unquestionably is, if Mayor Curley is wise he will cease talking for awhile. He is not helping his party by his attempts to force the Roosevelt-Smith issue in the Bay State at this time. The respect and love in which Alfred E. Smith has been held by the Democracy of Massachusetts has not been dissolved one iota because of his defeat for the presidency.

And the leaders of the Democratic party look with extreme displeasure on any attempt to shove him aside in favor of any other candidate no matter how popular and admired the other may be. It will be well for Mayor Curley to remember this and act accordingly. It is not within his province as mayor of Boston to dictate in this fashion.

PITTSFIELD EAGLE 6/20/31

CURLEY BUTTONS

Much to the surprise of Mayor Curley buttons bearing the inscription "Roosevelt and Curley in 1932" have made their appearance in Boston. It is plain enough that whoever is responsible for them knows that it would be a political impossibility for the national democrats to nominate an easterner for president and then name a man living in an adjoining state as his running mate, but nevertheless this incident will keep the name of Boston's mayor before the public during a quiet season even though the executive says that the promoter's enthusism ran away with his wisdom.

WORCESTER POST 6/20/31

Youngman And Curley In "Political Drama"

Two-Act Plot Features Their Probable Candidacies For Governor in 1932

BOSTON, June 20 (AP)—Lieut. Gov William S. Youngman and Mayor James M. Curley last night produced a two-act political drama before the National Sojourners, the plot featuring their probable candidacies for governor in 1932. Youngman, a Republican, and Curley, a Democrat, have frequently clashed politically and both have been regarded as potential gubernatorial candidates.

The dramatics began during a transcontinental telephone conversation with Gov. James Rolph, Jr., of California, a close personal friend of Curley, from the Sojourners' dinner.

After exchanging greetings with Gov. Rolph, Curley said: "I am going to have the lieutenant governor of Massachusetts speak with you—I won't say the next governor for I may run for that myself."

Youngman followed Curley on the telephone and when he had concluded his greetings, said: "I want to assure you that it is harder for a mayor to become governor of this state than it is out there with you. Gov. Rolph is a former mayor of San Francisco.

Soon after the telephone conversations, Youngman and Curley addressed the Sojourners, an affiliate of the Masons.

Youngman closed his address with a remark that he hoped he would be in Boston to welcome the Sojourners at their next Boston convention in a social way as well as in an official capacity. He then left the hall.

Curley, who followed Youngman on the program, concluded his address with the remark: "I noticed that twinge of pathos in the closing line of the lieutenant governor's speech and I would like to have sent him away with the assurance that I will delegate to him the duty of receiving you when I am governor."

WORCESTER GAZETTE 6/20/31

JOIN IN EFFORTS FOR MRS. SLATER

Bay State Residents Seek to Interest New York Governor

ALBANY, N. Y., June 20 (AP)—Several Massachusetts residents have appealed to Gov. Franklin D. Roosevelt for aid in obtaining the release of Mrs. Mabel Hunt Slater, widow of Horatio Nelson Slater, millionaire textile manufacturer, from the Slocum sanitarium at Beacon, N. Y. Mrs. Anne Luther Downes, representing a defense committee organized in Boston, carried the appeal to the governor for the release of Mrs. Slater.

Mrs. Slater's commitment as an incompetent was obtained by her three children, H. Nelson Slater, Mrs. Ray Slater Murphy and Mrs. Joseph J. Kerrigan, all of New York, a year and a half ago. Paul Hunt, Mrs. Slater's brother, contended her commitment was illegal and taken by her son and daughters to prevent their mother from making a new will, disinheriting them.

Among the signers of a petition presented Governor Roosevelt in behalf of Mrs. Slater were Mayor Curley of Boston, Lieutenant-Governor Youngman of Massachusetts and Dr. S. Parkes Cadman, New York clergyman.

Mrs. Slater is 66 and at the time of her commitment, March 7, [illegible] living in New [illegible]

CHRISTIAN SCIENCE MONITOR 6/10/31

New Bathhouses Built by the 'Mile'

Ocean bathhouses built by the "mile" is the way in which Boston is developing its public bath resorts. Something "new" in bathhouses was opened today at the famous L Street beach in South Boston to succeed the old wooden structure that has been in service for more than 20 years. Mayor Curley made a dedication speech to the crowd which waited for the doors to open this afternoon.

The new house is 1200 feet long, or more than a fifth of a mile. It cost more than $400,000. It has a specially constructed section where men bathers may take sun baths as well as salt water dips. Arrangements for playing handball also have been provided for. Instructors will be available every day to teach players how to get the palm of their hands in the way of the elusive and lively little handball.

In the women's section of the new building are individual apartments. Special facilities for taking care of valuables have been provided in both the men's and women's sections. The new L Street Bathhouse accommodates 3500 persons at one time. There are shower baths. Heat will be furnished when needed by a gas-fired aparatus. A staff of trained life guards will patrol the beach during the hours when the house is open.

SALEM NEWS 6/22/31

Mass. People Apply To Gov. Roosevelt To Free Mrs. Slater

New York, June 20 (AP)—Several Massachusetts residents have appealed to Gov. Franklin D. Roosevelt for aid in obtaining the release of Mrs. Mabel Hunt Slater, widow of Nelson Slater, millionaire cotton manufacturer, from the Slocum sanitarium at Beacon, N. Y.

Mrs. Anne Luther Downes, representing a defense committee organized in Boston, carried the appeal to the governor for the release of Mrs. Slater, heiress of an estate estimated at $25,000,000 and former Boston social leader.

Mrs. Slater's commitment as an incompetent was obtained by her three children, H. Nelson Slater, Mrs. Rose Slater Murphy and Mrs. Joseph J. Kerrigan, all of New York, a year and a half ago. Paul Hunt, Mrs. Slater's brother, contended her commitment was illegal and was taken by her son and daughters to prevent their mother from making a new will, disinheriting them.

Among the signers of a petition presented Gov. Roosevelt in behalf of Mrs. Slater were Mayor Curley of Boston, Lieut. Gov. Youngman of Massachusetts and Dr. S. Parkes Cadman, New York clergyman.

Mrs. Slater is 66 and at the time of her commitment, March 7, 1930, was living in New York.

WORCESTER POST 6/20/31

Ask Roosevelt to Aid Mrs. Slater Obtain Freedom

Bay State Residents Appeal to New York Governor to Help Heiress

ALBANY, N. Y., June 20 (AP)—Several Massachusetts residents have appealed to Governor Franklin D. Roosevelt for aid in obtaining the release of Mrs. Mabel Hunt Slater, widow of Nelson Slater, millionaire cotton manufacturer, from the Slocum's Sanitarium at Beacon, N. Y.

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Mrs. Slater's committment as an incompetent was obtained by her three children, H. Nelson Slater, Mrs. Rose Slater Murphy and Mrs. Joseph J. Kerrigan, all of New York, a year and a half ago. Paul Hunt, Mrs. Slater's brother, contended her commitment as illegal and taken by her son and daughters to prevent their mother from making a new will, disinheriting them.

Among the signers of a petition presented Governor Roosevelt in behalf of Mrs. Slater were Mayor Curley of Boston, Lieutenant Governor Youngman of Massachusetts and Dr. S. Parkes Cadman, New York clergyman.

Mrs. Slater is 66 and at the time of her committment, March 7, 1930, was living in New York.

FITCHBURG SENTINEL 6/20/31

Ask Roosevelt Help to Free Mrs. Slater

Bay State Residents Appeal For Rich Woman Placed In Sanitarium

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SALEM NEWS 6/22/31

MARBLEHEAD MATTERS

Firemen Make Good Stop of Fire in Goodwin Barn; High Wind Was Menace; Death of Capt. Archibald T. Barr at Scarsdale; Miss Rothwell Bride Brookline Man

Mrs. Dunham is a graduate of Miss Lee's school and attended the Connecticut College for Women.

SEARCH FOR AGED MAN

More than 20 Marblehead Boy Scouts joined in a search Sunday for William G. Torrey, 86, at Beverly, who has been missing from the home of John Weatherbee, 688 Cabot street. The Marblehead Scouts were called out at 10 o'clock Sunday morning when the Scout call was sounded on the fire alarm. The Marblehead delegation was in charge of Scoutmaster Roger Hanners and Senior Patrol Leader Frederick Hinch. Transportation was furnished by Jesse Lent and R. M. Hayward. Scout Commissioner Robert Livingstone announces that hereafter when the Scout signal is sounded members are to report to the police station instead of the Old North church.

HUB MAYOR DELAYED

Mayor James M. Curley and City Treasurer Edmund L. Dolan of Boston made an extended stay in Marblehead harbor Saturday when the Maicaway, the city treasurer's yacht, fouled a mooring cable with her propeller as she was pulling away from the landing stage at a local hotel. The mayor, with his son and daughter, visited the hotel early in the afternoon and after enjoying bathing the party started back to Boston. As the Maicaway cleared the landing stage the propeller became entangled with mooring chain.

Efforts of the crew to free the craft proved fruitless and it was necsary to employ the services of a diver before the yacht was freed. The party left at 11 o'clock Saturday night.

QUINCY NEWS 6/20/31

Youngman, Curley 'Pull' Merry Jests

BOSTON, June 19 (AP) — Lieut. Gov. William S. Youngman and Mayor James M. Curley tonight produced a two-act political drama before the National Sojourners, the plot featuring their probable candidacies for governor in 1932. Youngman, a Republican, and Curley, a Democrat, have frequently clashed politically and both have been regarded as potential gubernatorial candidates.

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Youngman closed his address with a remark that he hoped he would be in Boston to welcome the Sojourners at their next Boston convention in a social way as well as in an official capacity. He then left the hall.

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NEW YORK TIMES 6/19/31

LEGISLATURE ENDS IN MASSACHUSETTS

'$80,000,000 Spendthrift' Session on Beacon Hill Saw Few Clashes.

ELY PROVES DIPLOMATIC

Democratic Members Gave Republican Governor a "Fair Show"— His Knack for Management.

By F. LAURISTON BULLARD.

Editorial Correspondence, THE NEW YORK TIMES

BOSTON, June 18.—The Republican Legislature of Massachusetts has completed its annual session and the lonely Democrat in the Gubernatorial offices not only survives, but he survives with enhanced prestige. Joseph B. Ely defeated last Fall the Republican incumbent who aspired to a second term by 16,500 in a total vote for the two of nearly 1,200,000. A Democrat from the western half of the State, with almost no experience in public life, came to Beacon Hill with the dreary prospect of a succession of deadlocks between himself and the General Court.

But there have been no deadlocks, few vetoes and only one failure to sustain a veto. The Senate had thirty Republicans and ten Democrats.

The explanation is simple. The Republicans have manifested a disposition to give the Governor a fair show. The Governor has displayed a knack for management and compromise. He has alluded to himself as "a Yankee trader." There have been differences and one or two "near" things. To some degree the Governor has been favored by luck.

The Legislature which has just prorogued has been called an "$80,000,000 spendthrift." The big chapter in its record deals with appropriations. When the State adopted the budget system in 1918 a pay-as-you-go policy was established which has not been modified until now. In his inaugural and again in his budget message, the Governor advocated its temporary abandonment on account of the unemployment emergency. He said:

"I believe that life, health and happiness are more sacred than a pay-as-you-go policy." He proposed an $8,500,000 serial bond issue with a ten-year limit for buildings of many sorts, a similar $1,500,000 issue for a Public Works Department building and another $10,000,000 for highway construction, together with an "immediate appropriation" of $1,000,000 as an emergency fund to be administered by the Governor—$21,000,000 in all. Most of the building would be in anticipation of works already contemplated under a five-year program adopted in 1930.

shal's epaulets, or whatever a political field marshal wears, if he desires to do so. For these reasons Kansas cannot see why he is not headed for the national committee chairmanship. But there may be a very good reason—Mr. Mulvane may not want the job.

Mr. Mulvane's Policy.

In all his long political career he has never sought office or personal aggrandizement of any kind. He has been content to play his part of keeping Kansas safely in the fold of the Republican party and to remain a worker in the national committee ranks. It can be said with certainty that he will not push himself forward in order to become the guiding genius of the 1932 campaign—not even for the purpose of enabling Kansas to feel the importance of national leadership. As to what he will do if an effort is made to draft him no one knows. Many of his best friends believe he has enough unselfish loyalty to his party and President Hoover to undertake the job when the practical leaders get around to the task of assigning Senator Fess to less arduous and intricate duties. Quite a few who pose as his friends are hoping that he will be drafted, and that his sense of duty will force him to accept, regardless of the anguish and irritations which might befall him. They think it would be to the glory of Kansas for him to do so.

Perhaps some of this belief comes from the growing belief that Mr. Curtis is going to run out on Mr. Hoover and the national ticket—that he is going to give up the Vice Presidency and the eleven-room suite in the "swanky" Mayflower Hotel in order to try to regain his old seat in the Senate. Every action Mr. Curtis has taken since returning to Kansas more than two weeks ago indicates this. He came home with the announcement that he was going to make only one speech during his stay—a non-political speech at the anniversary celebration of the Fort Hays Kansas State College. But this good resolution soon went by the board. Almost before he knew where to hang his hat in his Topeka offices, he went to Emporia to attend the dedication of a wading pool which had been presented to the city by William Allen White.

Mr. Curtis's Speaking Schedule.

Apparently the wading pool water was of a temperature to encourage him to wade in deeper oratorical waters. This week he filled speaking engagements in Ottawa, Garnett, Iola and Chanute, and next week he is scheduled to make an automobile tour over a wide area with at least one speech a day.

It is said Mr. Curtis has not found local political conditions entirely to his liking. His keen observations have convinced him there is a lot of unrest and uncertainty in the atmosphere—that things may happen in Kansas next year. But, in spite of this, his inclination to run for the Senate rather than the Vice Presidency seems to have been strengthened. It may be that the attitude of his old enemies has something to do with this appearance. The old enemies are generally anxious to try to put Henry J. Allen back in the Senate. They believe this can best be done by getting Mr. Curtis out of the way—having him run for Vice President again. And so, despite the fact that they call themselves Republicans, they are playing up the theory that it will be a [illegible]

Boston Marine Guide 6/20/31

News of Interest

PASSENGER TRAFFIC THROUGH THE PORT OF BOSTON

We hear much about promoting travelling by New Englanders through their own Port of Boston. The BOSTON MARINE GUIDE, for years, has stood for the principle that New Englanders should travel and should ship their products through the Port of Boston.

Why do so many of New England's prominent, near-prominent, less-prominent, and non-prominent people seem to think that it is "the thing" to travel through New York instead of Boston when going to Europe and other places? And what should be done to bring about a Port of Boston consciousness among them so that they will insist on sailing from and returning to their homes through the Port of Boston?

In the daily papers we constantly see lists of such New Englanders who are sailing from New York or arriving there, and the reason for their neglect of their own port is beyond us. Occasionally it may be necessary for some of them to move through New York to reach a certain section of Europe, but we think a large portion of them could just as well plan their trips on steamers leaving and arriving at Boston, thereby creating more business for this port and eventually bringing to this port more steamer lines. The steamship companies would soon determine that if they were to get New England business, they must come after it, not have the New England business go to them. Of course, if New England people continue to run over to New York, the steamer lines will let them do so and will not call at Boston, but if a real Port of Boston consciousness were developed in New England minds and the New England people INSISTED on travelling THROUGH BOSTON, would it not bring more steamer lines to Boston?

Sometimes we think that this sailing through New York is a matter of ego so that the New Englanders can, on roaming about Europe, with an air of braggadocio and a flattering of their inward vanity, tell that they sailed from New York on this or that great steamer, seeking to impress upon their hearers that they are notable people and, of course, sailed from a great port on one of the finest steamers afloat. How do these patriotic (?) New Englanders get that way, and how do they expect the Port of Boston to regain its proper place as a great passenger port if so many of them sail through New York and give the go-by to their own great port? How much better it would be, if New Englanders travelling about Europe, would say: "Certainly, we sailed from Boston and we are going home that way too. Boston is the only port for New Englanders to use, and if you ever come to America, the best way is to come through Boston."

In a recent editorial in the Boston American by Mr. John T. Lambert (and it was a good editorial too), the writer says:

"Charles S. Mellen once said to me that Boston is filled with professional optimists who make fine boom-the-port speeches at the banquet tables at night and then leave for New York to catch the first boat for Europe."

Prominent New Englanders, assertedly interested in the development of New England and the Port of Boston, whose actions should be of a nature that they could be held up as beacon lights for us plainer folks to follow, seem to be the worst offenders in this regard. The more prominent and public a man is, the more it is necessary for him to set a good example for his fellow citizens to follow. If prominent people pass by the Port of Boston when taking an ocean voyage, and sail from New York, such action fosters the idea in the minds of commoner folk that it is "the thing" to sail from New York and not from Boston.

Why do such leading lights, who apparently profess a keen interest in the development of traffic through the Port of Boston, run away from their own port and over to New York as a means of getting to Europe, turning their backs upon the Port of Boston and the territory that gives them a living, and in direct contravention to their views as to what New Englanders in general should do to build up their port? Why don't they stand by their guns and refuse to sail on any boat except one leaving from the Port of Boston?

As a suggestion to offset this situation, would it not be advisable for some Boston official organization, such as the Chamber of Commerce, the Maritime Association, or the Boston Port Authority, to follow up the lists of New England people sailing from New York, sending them a circular letter calling the travelers' attention to the fact that they have overlooked their own Boston, and that it is to their interest and the development of New England to travel and ship through the Port of Boston? This, we think, might go quite a way in correcting this apparent laxity of thought on the part of New Englanders when they think of going through New York, and bring about favorable thought and action towards using the Port of Boston.

Another thought is that New Englanders, when making inquiries of ticket agencies in regard to sailings for Europe, etc., insist that they are going through the Port of Boston and will travel on whatever line has a sailing from Boston, and will not consider for one moment the thought of going via New York. If ticket agencies kept getting this idea thrust at them, and New Englanders actually followed through by sailing through Boston, it would not be long before the steamship companies realized that, if they wished New England business, they must provide services from and to Boston.

As we have constantly proclaimed, New Englanders themselves can build up the Port of Boston to what it really should be, not by travelling and shipping through New York, but by INSISTING on using the PORT OF BOSTON.

Quincy Patriot-Ledger 7/4/31

'DOC' KENDALL PAID TRIBUTE ON BIRTHDAY

Many Quincy Men Join in Honoring Veteran Atlantic Sportsman

Deserved tribute by men in all walks of life was paid to Dr. Walter Gardner Kendall, Quincy's grand old sportsman, on his 77th birthday last night at the Boston Athletic association. Dr. and Mrs. Kendall make their home at 106 Atlantic street, Atlantic.

Dr. Kendall was acclaimed as a great sportsman, champion cyclist, noted horticulturist, celebrated breeder of dogs and a jolly good fellow. Testifying to his sterling qualities were Mayor James J. Curley of Boston, Malcolm L. Bridgman, vice president of the Boston Bicycle club; William F. Garcelon, of the B. A. A., who acted as toastmaster; Fred A. Wilson, trustee of the Massachusetts Horticultural Society, Irving E. Marshall, president of the B. A. A.; William J. Fallon, president of the Wollaston Golf club; Dr. J. Austin Furfey, Massachusetts Dental Society; J. W. Adams, and Charles H. Kendall, the doctor's son.

Present Purse

Tokens of esteem and friendship included a purse of gold from all those present, presented by Mr. Wilson; a bag of golf clubs from the Wollaston Golf club, presented by President Fallon; a gold medal from the B. A. A.; presented by President Marshall: and shillilah brought over from Ireland, by Mayor Curley.

Gov. Joseph B. Ely was not able to attend and sent a letter of regret. Among the congratulatory messages read by the toastmaster was one from Rep. Edward J. Sandberg of Quincy. Mayor Thomas J. McGrath and Executive Councilor Chester I. Campbell were listed as guest speakers, but were unavoidably absent

The guest of honor was visibly affected when he arose to express his appreciation and gratitude for all that had been done in his behalf in honor of his natal day He interspersed his talk with some original poetry

A steak dinner was served at seven o'clock to more than 150 intimate friends of Dr. Kendall. Between courses, group singing was enjoyed. At each plate was a souvenir program containing a perfect likeness of the good doctor on the front, a brief history of his life, some Kendallisms, the list of guests and a cartoon layout of Dr. Kendall, showing him many-sidedness, by Franklin Collier

Many Local Guests

Among the organizations of which Dr. Kendall is a member (of many an honorary life member,) are the Boston Athletic Association, Boston Bicycle Club, New Haven Bicycle Club, Hartford Wheel Club, Boston Arena Club, Massachusetts Horticultural Society, Horticultural Club of Boston, Wollaston Golf Club, New England Seniors' Golf Association, Society of Mayflower Descendants, Newspapermen's Golf Association, New England Dental Golf Association, American Amateur Athletic Union, Boston Walkers' Club, Boston Terrier Club, Boston Terriers Breeders' Club; French Bull Dog Club; and Veteran Massachusetts Militia.

Present from Quincy and vicinity besides those already mentioned were: Ernest A. Anderson, Walter W. Benson, George A. Deans, Walter R. Emerson, Charles A. Hall, Dr. Fred E. Jones, John J. Dorn, John J. Gallagher, Charles F. Mosman, William H. O'Brien, C. T. O'Malley, Roy O'Leary, Edgar W. Spargo, Percy N. Lane, and Raymond F. Trop.

Committee of arrangements: J. S. Hathaway, chairman and treasurer; Malcolm L. Bridgman, George C. Carens, Ralph R. Clifford, Franklin P. Collier, William J. Fallon, Dr. J. Austin Furfey, J. Frank Facey, William F. Garcelon, William Hamilton, Thomas Hunter, Jr., Harlan P. Kelsey, Charles H. Kendall, William P. Kenney, Rupert Kobza, Alfred J. Lill, Irving F. Marshall, Julius Matthews, Robert H. Roland, Frank P. Sibley, and Richard M. Wyman.

LAWRENCE TRIBUNE 6/20/31

Bay Staters Ask Roosevelt's Aid In Releasing Mrs Slater

Boston Alienist Says Massachusetts Woman 'Entirely Sane' and That She Was Sent Away' "Without Justification" In Fight Over Will

Albany, June 20 — Gov Roosevelt's aid has been asked by Massachusetts residents in an effort to obtain the release from a private sanitarium at Beacon, N. Y., of Mrs Mabel Slater, widow of Nelson Slater, millionaire New England cotton manufacturer.

Paul Hunt, brother of Mrs Slater, and Mrs Anne L. Downes, representing the defense committee organized at Boston to fight for Mrs Slater's release, personally made the plea to Roosevelt for his help. The governor told them there was nothing he could do.

Mrs Slater, who formerly was a social leader at Boston, is heiress of an estate estimated at $25,000,000. Her commitment as an incompetent to Beacon sanitarium was obtained in March, 1930, by her three children, H. Nelson Slater, Mrs Rose Slater Murphy and Mrs Joseph J. Kerrigan, all socially prominent at New York city.

Mayor Curley of Boston, Lieut-Gov Youngman of Massachusetts and Dr S. Parkes Cadman, New York clergyman, were among the signers of the petition laid before Roosevelt.

Mrs Slater at one time lived at Washington and was known by Gov Roosevelt when he served as assistant secretary of the navy during the administration of the late President Wilson.

Mrs Slater's brother, Paul Hunt, and her sister, Mrs Elinor H. Diederich, have charged her children had her committed to the sanitarium to prevent her from making a new will, disinheriting them.

Hunt told Roosevelt he recently received a message smuggled from the sanitarium in which Mrs Slater wrote:—

"I can't hold out much longer; take me away before I die."

A court ruling denying Hunt and Mrs Diederich the right to visit Mrs Slater in the sanitarium recently was reversed by the appellate division at New York city.

In their fight to obtain the release of Mrs Slater, her brother and sister presented a statement from Dr Herbert P. Jefferson, Boston alienist, declaring his examination of Mrs Slater, who is 66, showed her to be "entirely sane," and her commitment "without justification."

SPRINGFIELD NEWS 6/10/31

INDULGE IN BANTER OVER GOVERNORSHIP

Lieut. Gov. Youngman and Mayor Curley Allude to Their Candidacies in Long Distance Phone Talk With Frisco

BOSTON, June 19 (AP)—Lieutenant Governor William S. Youngman and Mayor James M. Curley tonight produced a two-act political drama before the National Sojourners, the plot of which appeared to be that both intend to run for governor in 1932. Youngman, a Republican, and Curley, a Democrat, have frequently clashed politically and both have been regarded as potential gubernatorial candidates.

The dramatics began during a transcontinental telephone conversation with Governor James Rolph, Jr., of California, a close personal friend of Curley, from the Sojourners dinner.

After exchanging greetings with Governor Rolph, Curley said: "I am going to have the lieutenant governor of Massachusetts speak with you—I won't say the next governor, for I may run for that myself."

Youngman followed Curley on the telephone and when he had concluded his greetings he added: "I want to assure you that it is harder for a mayor to become governor of this state than it is out there with you." Governor Rolph is a former mayor of San Francisco.

Soon after the telephone conversations, Youngman and Curley addressed the Sojourners, an affiliate of the Masons.

Youngman closed his address with a remark that he hoped he would be in Boston to welcome the Sojourners at their next Boston convention in a social way as well as in an official capacity. He then left the hall.

Curley, who followed Youngman on the program, concluded his address with the remark, "I noticed that twinge of pathos in the closing line of the lieutenant governor's speech and I would like to have sent him away with the assurance that I will delegate to him the duty of receiving you when I am governor."

BANGOR NEWS 6/18/31

Bunker Hill Day Is Celebrated In Charlestown

BOSTON, June 17—(AP)—The 156th anniversary of the battle of Bunker Hill was celebrated in Charlestown today with a parade, sporting events and exercises at the monument which commemorates the historic engagement of the Revolution.

Glowering skies which threatened to ruin the observance cleared as the parade, with 7,000 marchers in line, was forming. Riding in places of honor were Mayor James M. Curley of Boston, state officials, and National Commander Ralph T. O'Neil of the American Legion.

The streets on Bunker Hill assumed a carnival appearance with scores of flag bedecked booths lining the thoroughfares. The crowds at Sullivan square were furnished a bit of excitement when police seized two gambling wheels and arrested Harry Weiner of 78 Newport street, Brooklyn, N. Y., and Vincent Anderson of Revere, as the operators.

The sports program included a three mile road race won by Russell Jellison of the Boston Athletic Association, swimming races and ball game.

The National Equal Rights League held exercises at the Bunker Hill monument in honor of negro soldiers who took part in the battle of Bunker Hill.

EAST BOSTON FREE PRESS 6/20/31

Twenty Million Dollars will be spent in East Boston during the next few years, thanks to our great international figure Mayor Curley of Boston.

* * *

MAYOR CURLEY'S KINDNESS TO EAST BOSTON

East Boston has received many improvements during the year that is past. The traffic tunnel, the addition to the Courthouse, the airport development, the repair of streets, and now the shore reservation from Wood Isl and through the Fourth Section and Orient Heights to the Winthrop line All these have come to us through the interest and kindness of Mayor Curley.

Everyone who knows anything about City and State affairs understands that without Mayor Curley's active interest none of the great improvements would have come to the district. His opposition would have defeated them all. Happily he has an abiding interest in this section of his City, and he has shown it in countless ways. It may be truly said that he has re-made the Island.

LAWRENCE EAGLE 6/20/31

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MILFORD NEWS 6/20/31

SEEK ROSSEVELT'S AID TO GET RELEASE OF SOCIAL LEADER

Albany, N. Y., June 20—Gov. Roosevelt's aid has been asked by Massachusetts residents in an effort to obtain the release from a private sanitarium at Deacon, N. Y., of Mrs. Mabel Slater, 66, widow of Nelson Slater, millionaire New England cotton manufacturer.

Paul Hunt, brother of Mrs. Slater, and Mrs. Anne L. Downes, representing the defence committee organized in Boston to fight for Mrs. Slater's release, personaly made the plea to Gov. Roosevelt for his help.

The governor told them there was nothing he could do.

Mrs. Slater, who formerly was a social leader in Boston is heiress of an estate estimated at $25,000,000. Her commitment as incompetent to Deacon sanitarium was obtained in March, 1930, by her three children, H. Nelson Slater, Mrs. Rose Slater Murphy, and Mrs. Joseph J. Kerrigan, all socially prominent in New York city.

Mayor James M. Curley of Boston, Lieut.-Gov. William Youngman of Massachusetts, and Dr. S. Parkes Cadman, New York clergyman, were among the signers of the petition laid before Gov. Roosevelt.

SALEM NEWS 6/18/31

MINOR MENTION

Gov. Roosevelt finds an astounding lack of knowledge of government among the better educated families, and anyway many of them do not seem to know much about the government of their children.

Mayor Curley of Boston complains that there are 10 bootleggers for every soldier, but some thirsty people won't feel they are getting service until there are at least 20.

There is $350,000 in the banks of the state the possessors of which are unknown. Around here the number of impecunious people who act as if they had large bank accounts, vastly exceeds the number of folks who have forgotten the money they have deposited.

MALDEN NEWS 6/20/31

Luncheon at Magnolia

THE CAMPAIGN of 1932, so far as the Democrats are concerned, opened urbanely at Magnolia when Colonel E. M. House invited a number of eminent Democrats to lunch with him, Governor Roosevelt of New York being the guest of honor. Colonel House has made himself the leading Roosevelt rooter in this vicinity, and in spite of his years, he is a political friend and supporter that any candidate might be glad to have. The occasion was marked by Mayor Curley's public embrace of the Roosevelt cause. It was also marked by an exceedingly polite but quite definite reminder from Senator Walsh that Massachusetts Democrats are first of all for ex-Governor Alfred E. Smith, though they like Governor Roosevelt as second choice. The conclusion is that the mayor and the senator do not at present see eye to eye about the proper tactics for Massachusetts to follow at the Democratic convention; it is not the first time that these two statesmen have differed within party lines. Unfortunately Governor Ely was unable to attend, or else he was not ready to jump into Colonel House's attractively baited trap. What further political ambitions Governor Ely may have we do not know, but he is canny enough not to commit himself too definitely even to so promising and engaging a candidate as Governor Roosevelt a full year in advance of the nominating convention. Mayor Curley took the decisive step, while Colonel House beamed silently but approvingly on him. The other big Democrats of Massachusetts managed in one way or another to side-step.

WORCESTER TELEGRAM 6/20/31

Curley Denies Delay In P.O. Due to Hub Folk

Federal postal authorities in charge of the new structure at Boston placed the blame for delay in its construction on Boston persons yesterday, stating a desire to have local material used was responsible.

Mayor James M. Curley in a reply denied the allegation, stating the authorities should have recognized in the first place that local material should have been placed for fabricated steel that will be needed as soon as the plans were prepared.

Granite men last night supported the mayor's contention.

WORCESTER POST 6/20/31

Curley Is Aroused by Delay Upon Postoffice

BOSTON, June 19 (AP)—Permission to graze cows on the site of Boston's new postoffice, with the assurance they would in no way interfere with the workmen on the site, was sought today by Mayor James M. Curley.

The mayor, who has often voiced his disapproval of what he described as lack of progress in the erection of the building, sent his letter to Postmaster-General Brown. He also included a photograph of the site, depicting what he said was the progress being made on the building, authorized in 1929. It was a daylight picture of the foundation, still in the process of construction, and showed not a single workman on the scene.

(CONTINUED) 6/18/31
WORCESTER TELEGRAM

There were many less casualties today than 156 years ago. In the battle hundreds gave their life blood for their country. At today's celebration only a few were treated at the hospitals for powder burns caused by premature explosion of firecrackers.

"You didn't have prohibition in those days," your correspondent said to an old settler, just before sundown.

"No, and we didn't today," he replied.

And aboard a train, General Butler was fondling a shillalah given him by Mayor Curley.

And in the cellars of Charlestown the celebrators were talking of prohibition, but principally of how "Ely stole the show from Curley assisted by Dave Walsh."

But anyway, Charlestown was happy because the British didn't finish what they started, and after the fireworks display near midnight, everyone went home to speculate on what might happen at next year's election.

ATTLEBORO SUN 6/20/31

ASK MRS. SLATER BE GIVEN RELEASE

New York, June 20—(AP)—Several Massachusetts residents have appealed to Gov. Franklin D. Roosevelt for aid in obtaining the release of Mrs. Mabel Hunt Slater, widow of Nelson Slater, millionaire cotton manufacturer, from the Slocum's sanitarium at Beacon, N. Y.

Mrs. Anne Luther Downes, representing a defense committee organized in Boston, carried the appeal to the governor for the release of Mrs. Alter, heiress of an estate estimated at $25,000,000 and former Boston social leader.

Mrs. Slater's committment as an incompetent was obtained by her three children, H. Nelson Slater, Mrs. Rose Slater Murphy and Mrs. Joseph J. Kerrigan, all of New York, a year and a half ago. Paul Hunt, Mrs. Slater's brother, contended her committment was illlegal and was taken by her son and daughters to prevent their mother from making a new will, disinheriting them.

Among the signers of a petition presented Gov. Roosevelt in behalf of Mrs. Slater were Mayor Curley of Boston, Lt. Gov. Youngman of Massachusetts and Dr. S. Parkes Cadman, New York clergyman.

Mrs. Slater is 66 and at the time of her committment, March 7, 1930, was living in New York.

SPRINGFIELD UNION 6/20/31

CURLEY DEMANDS SMITH STEP ASIDE TO AID ROOSEVELT

Former Governor Had His Chance and Should Get Out of Picture, Says Mayor.

BOSTON, June 19—It is time for Alfred E. Smith to get out of the Democratic Presidential picture as a possible candidate and rally personally to the cause of Gov. Franklin D. Roosevelt of New York, in the opinion of Mayor James M. Curley of Boston.

The Boston Mayor, who is reaping his reward for being in the van of New Englanders to come forward for Roosevelt by being accorded a mild boom for the second place on the Democratic ticket by the Curleyites of Boston, played a direct counter to Senator David I. Walsh this afternoon by declaring his belief that Smith should publicly renounce all Presidential ambitions for 1932. Senator Walsh, although cordial to Roosevelt, has temporized his allegiance to the New York Governor pending a stand by Smith.

Curley Gets Jump on Walsh.

Should Al Smith take cognizance of the Curley suggestion and it does not seem likely at this particular time, Walsh, should he come into the Roosevelt fold, would do so belatedly and would be, in a manner of speaking, following the lead of Curley. It is a subtle game that Curley is playing and no possible political advantage, however slight, is being ignored by the Boston Mayor in his struggle for the leadership of Massachusetts Democracy.

The Curley pronouncement relative to Smith was made in the course of a brief conversation withh newspapermen today. A declaration for Roosevelt by Smith, he felt, would "pave the way" for Roosevelt's successful campaign.

The Mayor remarked that Smith is a "delightful man and dearly beloved," but that he had his chance with the voters.

"Smith made a fine record as Gover-

nor of New York, but he never could be elected President of the United States," said the Mayor, who added, "and I think Smith realizes that he could not be elected."

It was on this basis that Curley made his suggestion. In one respect, at least, it was a courageous gesture, because Boston is a strong Smith city right now in the opinion of most political observers, but the Boston Mayor is generally credited with knowing what he is about.

NEW BEDFORD MERCURY 6/20/31

SMITH SHOULD DECLARE FOR ROOSEVELT

Curley Gives His Views; In Political Drama with Youngman

Boston, June 19—During a brief conversation with newspapermen today, Mayor Curley expressed the opinion that former Governor Alfred E. Smith of New York, should lose no time in declaring for Governor Franklin D. Roosevelt as the Democratic candidate for President next year. Such a declaration, he added, should "pave the way" for Roosevelt's successful campaign.

The mayor remarked that Smith is "a delightful man and dearly beloved," but that he had had his chance with the voters. Smith had made a fine record as governor of New York, but could never be elected president of the United States. "And," added the mayor, "I think Smith realizes that he could not be elected." Therefore, in the mayor's opinion, he should lose no time in giving his approval to Roosevelt's candidacy.

"Roosevelt is goin gto be nominated and will be elected," the mayor added.

CURLEY AND YOUNGMAN IN POLITICAL DRAMA.

Boston, June 19 (AP)—Lieutenant Governor William S. Youngman and Mayor James M. Curley tonight produced a two-act political drama before the national sojourners, the plot of which appeared to be that both intend to run for governor in 1932. Youngman, a Republican, and Curley, a Democrat, have frequently clashed politically and both have been regarded as potential gubernatorial candidates.

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ITALIAN NEWS - JUNE 19, 1931

Mayor Curley Said He Found Italians Happy and Contented

In Specially Prepared Statement for Readers of NEWS His Honor States That Striving for Wealth Is Secondary in Italy — Claims America Can Benefit portation System — Says Italy Has Solved Unemployment Problem Courageously and Intelligently With Happiness and Prosperity Assured — Finds Italian Cities the Most Beautiful in the World

Editor's Note — at our request, Mayor James M. Curley, who recently returned from abroad, kindly prepared the following interesting, enlightening and pleasing statement for the readers of our paper:

Language is inadequate to describe the beauty of Italy; nature and the genius of man have combined in a utilitarian and aesthetic development wherein the glories of the past have become the joy of succeeding generations. Neither time nor money has been a consideration in the consummation of projects, religious or civic. In America we construct for the present and to destroy. In Italy beauty and durability are the prime considerations.

In America we construct railroads for the benefit of the operating companies; in Italy not only to serve transportation needs but to conserve the beauty of the territory through which they operate. The wisdom of the methods adopted in Italy in the matter of railroad transportation could well be applied with profit and benefit in America. Our pride of achievement in the forty miles of rapid transit tunnels in New York is materially humbled when we pass through the hundreds of miles of tunnels through which the railroads operate in Italy.

MAYOR JAMES M. CURLEY

In America, through the use of bituminous coal, we have made uninviting and not infrequently desolate, territory adjoining railroad roadbeds throughout the entire country. In Italy, through electrification and the use of semi-anthracite coal, territory adjacent to the roadbed of the railroad is most pleasing to the eye. Flowers and shrubs grow in profusion, the railroad stations are serviceable and ornate, with refreshments served upon the station platforms without fear of the annoyance resulting from the use of bituminous coal. I can conceive of nothing that would more greatly add to the relief of unemployment in America at the present

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ITALIAN NEWS - JUNE 19, 1931

hour and at the same time contribute to the health and happiness of the American people than electrification of steam roads in America similar to the system now in operation in Italy.

In no portion of Europe is it possible to find more genuine happiness and contentment than in Italy where living has been developed into an art and where the striving for wealth has become a secondary matter. Every city and town boasts an art collection in most cases superior to that which may be found in cities and towns many times greater in population and area in America, and no one can truly say that he has lived who has failed to spend a reasonable period of time in viewing the priceless treasures garnered by Italy and of which Italy has been the faithful custodian through the centuries.

The cities along the Mediterranean are the most beautiful in the world and the grandeur of the mountains remains a treasured memory to the fortunate beholder.

It is one country in Europe in which, if the two extremes exist, namely, wealth and poverty, one extreme is never in evidence, namely, that represented by the beggars, which, due to the capable leadership of the present Premier, are no longer in evidence.

The unemployment problem is being solved in a most courageous and intelligent manner, through a construction program in operation in every city and town. Great strides have been made in cooperative dairying both in collection and distribution of products. With peace reigning in the land happiness and prosperity are assured to the people.

N.Y. TIMES 6/26/31

MRS. NORRIS OUSTED AS UNFIT FOR BENCH; GUILTY ON 5 CHARGES

Appellate Division Upholds All but One of Seabury Counts on Summary Court Actions.

SHE TAKES VERDICT CALMLY

Is Silent on Possible Appeal—Conboy Defends Her Record—Silbermann Trial On.

Jean Hortense Norris, New York City's first woman magistrate, was removed from office yesterday by the unanimous vote of five justices of the Appellate Division who, in sustaining five of six charges brought by Samuel Seabury, found that they showed "unfitness for judicial service."

The court then took up the case of Magistrate Jesse Silbermann, who also is fighting against a removal action brought by Mr. Seabury.

Mrs. Norris, who is between 45 and 50 years old, sat at the counsel table in the court room beside Martin Conboy, her attorney, while Presiding Justice Edward R. Finch read the three-page opinion removing her for cause. She heard the decision with no show of emotion.

Her admission to the bar in 1909 began a career that carried her to leadership in many legal and civic organizations. She also was prominent in the movement for women's suffrage, which culminated in her appointment to the bench in 1919 by Mayor John F. Hylan. She had received honors in many parts of the world, among them an order by Mayor James M. Curley of Boston, in 1922, that a tree be planted in Boston Common in her name as the "first woman judge of New York."

EAST BOSTON ARGUS-ADVOCATE 6/19/31

WILL OPEN ON JUNE 29

New Courthouse Equipment to be Moved June 27 No Business Delay

A COMMON NEED

Residents Realize Larger Quarters Imperative- No One Person Responsible

For the past two months there has been much speculation as to when the new courthouse would be opened. In various newspaper announcements such dates as June 1, June 15, June 22 and June 24, were given as the correct days. East Boston residents will remember the story which appeared in the Argus-Advocate's issue of April 10, in which it was stated that work on the courthouse would be completed by June 1, but that the court would not be moved from its present location in the library building until July 1. It was officially learned on Wednesday, that the East Boston courthouse would be removed and ready for business routine on Monday morning, June 29. Thus it will readily be seen that the original article appearing in this paper contained the true facts.

No Person Directly Responsible

Many people have called our attention to the story which appeared this week in the Boston Globe, stating "the building is a monument to the labors of James E. Maguire." All of these persons voice the same question—"How come!" In talking recently with the man who unquestionably had more to do with the project than the above mentioned, the writer asked this particular party if he cared to say anything, and was answered in this fashion, "I don't believe that any one man should either take or be given the credit for the new courthouse. There was a need for one and Mayor Curley was keen enough to appreciate that fact." Thus it would seem that the local reporter on the Globe should check his stories before allowing them to go to the copy desk.

A Modern Building in Every Respect

Once the people of this section have looked around the courthouse they will realize how much of an improvement has been brought about by such a move. There is room for every little detail and everything has its place. Judge Barnes and Clerk of Court Nicholls, both have expressed their pleasure at developments.

THE DORCHESTER NEWS 6/19/31

WARD 14 GETS NEW MUNICIPAL BUILDING

Fields' Corner And Codman Square Sections Lose Civic Center

FRANKLIN FIELD SITE

The Franklin Field section of Dorchester is to have a municipal building, the last formality in the securing of the improvement having been carried out a few days ago when Mayor Curley signed the order providing for its construction.

This final step means that, for the present at least, no other section of Dorchester will secure a municipal building, despite the vigorous efforts which have been made to obtain one for Fields' Corner and for Codman Square.

Councillor Israel Ruby of ward 14 has been striving for a municipal building in his ward for five years. He is now assured of success and the building will be underway before many months. It is to be located in Franklin Field and will cost about $400,000, the finest building of the kind in the city and the first to be erected in 10 years.

Early in the year Councillor Ruby, together with Senator Max Ulin and Representatives Bernard A. Finklestein and Julius H. Soble, was in conference with the Mayor. Park Commissioner William P. Long agreed that a municipal building at Franklin Field would serve a large number of persons and Mayor Curley agreed to approve the construction, provided the legislature authorized the expenditure and the Mayor signed the order.

The building will have a large auditorium, gymnasium, swimming pool, branch library, class and club rooms, locker rooms and shower baths.

LOWELL COURIER-CITIZEN 6/19/31

One thing you may set down as so nearly certain that money may be safely wagered on it, and that is that the Democratic ticket in 1932 will not be Roosevelt and Curley. Buttons bearing those names are appearing, somewhat to the distress of Boston's mayor, who says he didn't authorize any such silliness. Two eastern men on a presidential ticket would be a most amazing result of the convention, even if Mayor Curley were a more imposing national figure than he is; but in the circumstances such a suggestion is mere folly.

SPRING FIELD UNION 6/19/31

The Roosevelt-Curley Buttons

Naturally Mayor Curley deprecates the appearance in Boston of the "Roosevelt and Curley" campaign buttons. Yielding to no one, and least of all to Senator David I. Walsh, in his enthusiasm for and loyalty to Governor Franklin D. Roosevelt as a 1932 presidential possibility, he appreciates the high honor of the association of his name with that gentleman's, but he makes it clear that he "can conceive of no benefits that would result from a ticket made up entirely of Easterners." Thus with one graceful and modest gesture he disposes not only of himself but also of Senator Walsh and Governor Ely as vice-presidential possibilities in 1932.

The buttons were not authorized by him and he is unaware of their origin, he says, but he does not point the finger of suspicion at any of his enemies. In fact, there is no disposition on the part of any of the Boston Democrats to attach a hostile significance to this unauthorized use of Mr. Curley's name. In many quarters it is regarded as merely another little reminder from the Mayor's own friends that he was the first Massachusetts Democrat of prominence to jump aboard the Roosevelt band wagon.

What this may signify to the party in general and Senator Walsh and Gov. Ely in particular is, of course, problematical. It is still a long, long way to the 1932 convention and anything may happen between now and next June, including a statement from Alfred E. Smith as to where he stands in regard to the presidential nomination, which in turn may have an important bearing on where Senator Walsh and Governor Ely stand.

Just now the Senator stands for Smith as his first love and Roosevelt as a second choice. The Governor has not committed himself, but some of his enthusiastic friends have been touting his availability for the second place on the 1932 ticket, a procedure which, it is now made clear, does not meet with the entire approval of Mayor Curley.

NORTHAMPTON GAZETTE 6/19/31

CURLEY ASKS LEAVE TO GRAZE COWS ON SITE OF NEW BOSTON POSTOFFICE

Boston, June 19—(AP)—Permission to graze cows on the site of Boston's new postoffice, with the assurance they would in no way interfere with the workmen on the site, was sought today by Major James M. Curley.

The mayor, who has often voiced his disapproval of the lack of progress which he claims is being made in the erection of the building, sent his letter to Postmaster General Brown. He also included a picture of what he said was the progress being made on the building, authorized in 1929. It was a picture taken in the day time of the foundation, still in the process of construction, and showed not a single workman on the scene.

WORCESTER TELEGRAM 6/18/31

ELY 'SNITCHES' CURLEY'S SHOW AT BUNKER HILL

Arm in Arm With Walsh, Top-Hatted, He Walks Over Parade Route

AND CURLEY RODE

Stages Brilliant Coup "Sandwiched" Between Schoolboy Cadets

By JAMES H. GUILFOYLE

BUNKER HILL, CHARLESTOWN, June 17.—The British don't know what they started and didn't finish 156 years ago today. They should have been here this afternoon when Charlestown put on the climax to its Bunker Hill Day celebration and, incidentally, witnessed the most significant political coup d'etat in its history.

While Mayor James M. Curley of Boston, carelessly mentioned for the Democratic nomination for vice president, sat in the reviewing stand, the object of the deferential salutes of the marching organizations, Gov. Joseph B. Ely, arm in arm with U. S. Sen. David I. Walsh, marched on foot over the parade route and stole the show from the mayor.

The Bunker Hill day parade has had political significance in some of the bygone years, but never before has a top hatted governor walked over the line of march. The Bunker Hill day parade is Charlestown's most sacred institution and it will be a long time before they will forget the unheralded and unexpected appearance of the governor on foot.

And not the least of those who won't forget is the Boston mayor who had ridden over the route, to some applause in an automobile earlier in the day accompanied by National Comdr. Ralph T. "Dike" O'Neil of the American Legion.

Ely Goes One Better

One hundred and 56 years ago the gallant defenders of the hill made history in the fight for American independence. A year ago Lieut. Gov. William S. Youngman made history by riding a horse in the annual parade. But today the governor made history by hoofing it over four miles of tortuous pavements and political history by discomfiting Mayor Curley.

By all the schedules of time Governor Ely and Senator Walsh, who has never been particularly friendly to Mayor Curley, should have been at Holy Cross commencement in Worcester. By all the schedules Mayor Curley should have been the highest public officer on the reviewing stand and "the feature attraction" at the parade. And for a time he was. He took the bows over the route of the march like the conquering hero. Then he mounted to his grandstand seat.

It was near the end of the long procession. Hundreds of marching men had gone by with deferential salutes. The mayor's face had widened to a happy grin as he acknowledged these recognitions.

Suddenly there hove into view two men, one in top hat, the other with a straw headpiece. They were "sandwiched" between two organizatio of the parochial school cadets, much the same as you'd see two unfamiliar figures with the bareback riders in a circus procession. They smiled and marched with military head.

"Joe 'n' Dave"

"Hurrah for Joe Ely," shouted a spectator, "Hurrah for Dave Walsh." Necks were craned on the reviewing stand including the mayoral neck. The applause became a thunderous ovation. Mayor Curley joined. There was nothing to do but applaud. And then the governor and the United States senator dropped out of line and mounted the reviewing stand.

"It's the smartest thing ever," said the leading political boss of Charlestown." First time a governor ever walked in a Bunker Hill day parade. And with Dave Walsh, our popular idol, with him. It means more than anyone can imagine. Boy! The governor certainly pulled a smart one to steal the show from Curley."

Governor Ely with that disarming personality that robs his every act of political significance explained that Senator Walsh and himself has made a fast trip from Worcester. And because there were crowds "you know we just had to walk and fall in where we could." The governor's automobile followed the marching governor and senator but why go into details. It is a fact that the governor and senator walked and stole the limelight from the Boston mayor.

After the parade, Governor Ely and Senator Walsh visited the open house festivities at Councillor James H. Brennan's and then paid their respects to Rev. Mgr. John W. McMahon, pastor of St. Mary's church, Charlestown, the oldest living Holy Cross alumnus.

"The Precedent"

Just in case you have forgotten your history, when darkness came 156 years ago today, Col. William Prescott led a force of about 1200 patriots to fortify Bunker Hill, under orders from Gen. Artemas Ward, whom Shrewsbury claims as her own. As a matter of fact the fighting took place on Breed's hill, as it was named before the battle, and that's where the monument stands. Bunker Hill is some distance away at a point now called Charlestown heights.

It was an epoch making battle, all right, for Colonel Prescott's little band held off a sizeable part of the British army for hours, retreating only when their ammunition gave out. It was a defeat in one sense. But it was a moral victory that so inflamed the colonies it is credited by some historians as the battle that marks the foundation of American freedom.

So Bunker Hill monument, which can be seen from many places in Boston, is somewhat of a shrine for patriotic Americans. Each year, Charlestown remembers the battle with a surge of patriotism that seems like a rehearsal for Fourth of July. In fact, the Charlestown children feel they have a little on their brothers and sisters in other parts of the United States because they really have two "Nights Before" each year.

The celebration really began last night. There was a din of noise—firecrackers, horns and whistles. There was open house and a score of banquets.

And the politicians really had a field day. There were no profound addreses, but a lot of that good old George M. Cohan business of waving the flag. And all you had to do to get applause was mention the stars and stripes or the United States. Great spirit, you know.

The Speakers

In times past the Bunker Hill day celebration has brought some noted orators. Daniel Webster was here in 1825 and again in 1843 to deliver two of his most noteworthy orations. The talent this year was Mayor Curley of Boston, Maj. Gen. Smedley Butler, Cong. Hamilton Fish et als. What they said probably won't be preserved for posterity in bound volumes, but it never has been rivalled for applause and enthusiasm.

General Butler pointed out that Bunker Hill was the first example of an untrained force of men holding off a trained army. He told also how soldiers dislike war. But what's more he told the story with "h——l" in it which took him off the air in Philadelphia, but which didn't contaminate the New England ozone sufficiently to have his speech cut off the radio here.

General Butler acknowledged that Charlestown had given him the greatest send-off in his life and hoped his enemies were listening in on the radio. He warned he was going to tell his naughty story and when he concluded it was the signal for a second ovation.

Mayor Curley, eloquent as usual, aroused his audience and took a few cracks at President Hoover, while Congressman Fish, at another banquent, spoke of the danger of Communist rebellion in Germany.

Neither Mayor Curley or General Butler mentioned Mussolini, which is just as well since Butler has described him as a "hit and run driver" and Mayor Curley has proclaimed him a great personality.

And after the speech making was over Charlestown continued its celebration through the night. And this morning the youngsters were glad there had been a battle of Bunker Hill because there was free ice cream and free movies. And this afternoon there was the great parade of nearly 10,000, which was viewed by nearly 100,000 from all sections of the state.

Hundreds of Bands

There were hundreds of bands and many marching men in snappy uniforms. Men of greater training perhaps than those who held off the British hosts 156 years ago, but of no greater courage. And as they wound their way around the monument, 221 feet high with 294 steps, it was not difficult to conjure up a picture of the days when America's independence was in the making.

A few months previous to the battle of Bunker Hill, Paul Revere had ridden through Concord and Lexington to proclaim, "The British are coming," but when the parade started today the kids took up the yell, "The Irish are coming," a tribute to their part in the battle and bigger participation in the parade.

CONTINUED

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SPRINGFIELD UNION 6/17/32.

BUTTONS ISSUED TO BOOM CURLEY AND ROOSEVELT

Limited Number Distributed in Boston as Latest Step for National Ticket.

UNAWARE OF ORIGIN, DECLARES MAYOR

"Action Unwise and Has Not Been Authorized by Me," He Remarks in Statement.

By DONAL F. MACPHEE.

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When questioned about the matter this afternoon, Mayor Curley indicated that he had not previously seen the buttons and that he was unaware of their origin. He learned, however, that they were intended as high political compliment to him in recognition of the fact that he was the first prominent Democrat in New England to indorse the nomination of New York's Governor for the Democratic nomination for President.

Calls Action "Unwise."

In a statement issued when the buttons were called to his attention, the Mayor again lauded Roosevelt and deprecated the linking of his name with that of the New York Governor, characterizing the issuance of the buttons as "unwise" and as not having been "authorized by me."

The Curley statement was as follows:

"I believe that Gov. Roosevelt is an admirable candidate for President as his long experience in public life makes him familiar with the problems confronting the American people. The Democratic party in convention assembled should be privileged to suggest whoever it sees fit as the running mate for the presidential candidate and I can conceive of no benefits that would result from a ticket made up entirely of Easterners.

"I am interested in the American people and desirous of helping them to secure relief from conditions such as have been in evidence in the United States during the past two years.

"It is my opinion the Democratic party with Roosevelt as the presidential nominee will be successful and the duty of every individual interested in America and Americans is to help and not hamper the party. The distribution of buttons reading Roosevelt for President-Curley for Vice-President is unwise and has not been authorized by me."

6/17/32-NORTH ADAMS TRANSCRIPT

Observe Bunker Hill Day In Paradoxical Fashion

Boston Merchants Keep Shops Open to Corral All Business Possible — Causes Postponement of Governor's Council Meeting Delaying Appointment of Motor Registrar and Bank Commissioner for Another Week—Goodwin Practically Eliminated—Boston Democrat May Get Post—Little Hope for Curley as Vice Presidential Candidate.

(Special to the Transcript)

Boston, June 17—This is a paradoxical holiday in Greater Boston, a holiday and no holiday. As Battle of Bunker Hill day it is really a holiday, local to this community. Custom has ordained that it should be observed in other parts of Greater Boston and for some years this has been the case. This year, however, with business depression retail dealers decided not to close shop but to attempt to corral any possible business. They are generally keeping open, although certain lines of wholesalers have closed. A holiday is being celebrated with many of the would-be celebrators in the harness of business.

This paradoxical situation extends even to the State House, which is closed but is open. Not being a legal holiday the State House is not officially closed today. Out of deference to custom it is closed for all practical purposes. To cover the law, there is a skeleton force at work, answering possible telephone calls. Excepting for that the State House is lifeless.

This contradictory state of affairs made it necessary to postpone the regular meeting today of the governor's council. Now this was to have been a very important meeting. The legislative year being over, it was safely assumed that the governor would today send to his council his nomination for registrar of motor vehicles to succeed the present registrar, George A. Parker. It was not without the realms of possibility that Governor Ely would also have utilized today to send in the nomination of a new bank commissioner. Now these possible nominations must go over for one week.

Interest in Choice of Registrar

The appointment of a registrar, always interesting as it affects the thousands of motorists throughout the state, is doubly interesting, because of the governor's long delay in making the appointment and because of the recent attacks on the present registrar, Parker, by the former registrar, Frank A. Goodwin.

Goodwin, who, it is understood, recently came within an ace of being reappointed, claims that Parker's weakness as registrar is that he is a man who cannot say no. Goodwin says that the department under Parker has been run on lax methods and claims that many licenses have been returned, which should not have been returned.

Parker has not cared to reply to the Goodwin charges. He, Parker, is anxious to get out of the job and to take up another job. Goodwin, it will be seen from his statements, has had a considerable part in advising governors. His finger is in many a pie. It is not not expected that Goodwin will be again given the job of registrar. The best guess is that Governor Ely will appoint a Boston Democrat to the post.

The Curley Absurdity

Mayor James M. Curley, one of the two best known of American mayors, has returned from his tour of Europe, his return being effected with as much well-placed publicity as his voyage in foreign ports. His colorful personality, his tact, his quickness in sizing up a situation and his ability as a speaker, made him something of an international figure.

Returning, his friends seized the opportunity of hinting that so great a "figger" should not be allowed to remain only a local celebrity. Hints were passed that he would make good vice-presidential timber.

Clever Jim—long an Al Smith supporter—took his side by the visiting Governor Roosevelt of New York, presidential possibility.

At a luncheon given Saturday by Col. Edward M. House, Wilson's prime minister with traveling portfolio, pressmen found Curley in the limelight. Hence grew the story that Curley was a strong possibility as the Democratic vice presidential nominee.

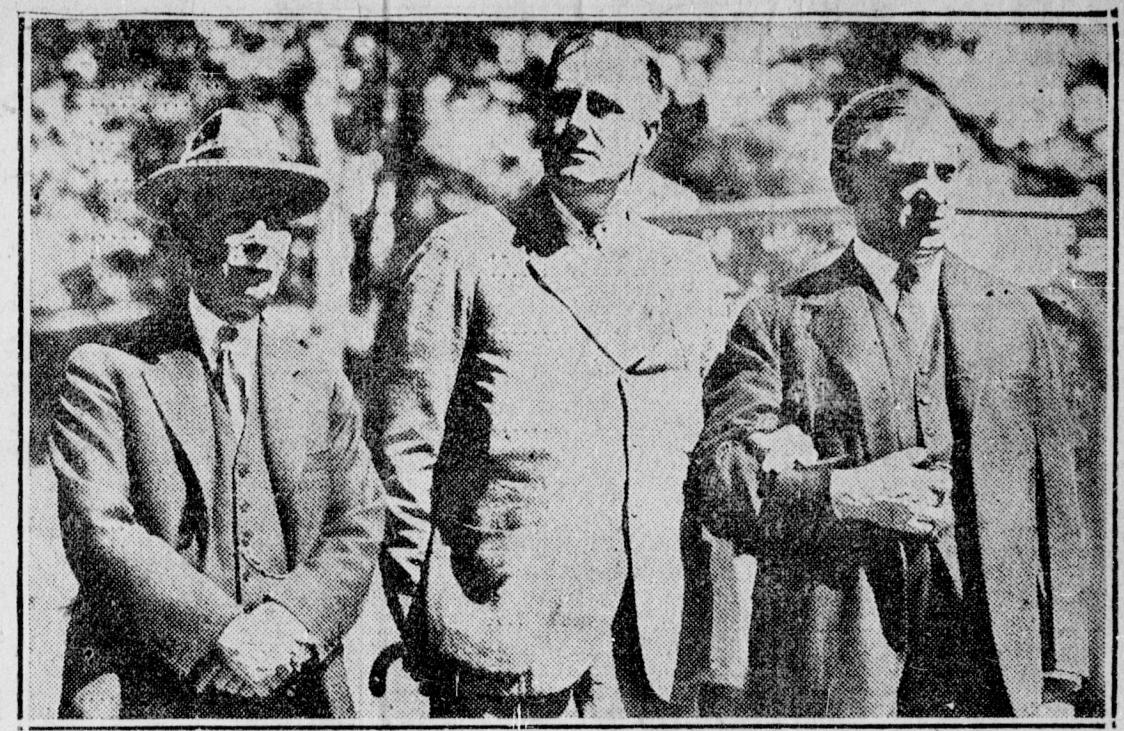
Nothing could be further from the truth. Any child in politics should have seen as much. If Roosevelt is nominated for the presidency his running mate cannot come from the east. He must come from the south or west. The same applies to an Owen D. Young nomination. If Ritchie of Maryland gets the nomination, his running mate must come from the west or some northern state—in which case Gov. Ely of Massachusetts could be conceived of as a team mate.

This Curley-for-vice-president story would have fallen flat under ordinary circumstances but in view of his European "triumph" it went over for a few hours.

As a matter of fact all speculation as to Democratic candidates for both high offices is futile until one Al Smith has spoken. He is the man whose say-so will be the [illegible]

NEW HAVEN REGISTER 6/16/31

Assure Rosevelt Aid at Convention



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LAWRENCE TELEGRAM 6/17/31

AS WE SEE IT

The political pot is beginning to boil and, in some places, it almost boiling over. It rather appears as though the campaign has started a little early and well it might. The long race is only for the best and experience has demonstrated that, in the long race, the old and established runners usually are winded before the crisis is met.

President Hoover has started on his campaign tour and selected a couple of correct spots at which to make his start. So far, however, his tour has not developed anything to shout about. He has been with friends on both occasions and received excellent receptions, but the real test is coming when he invades the camp of the enemy.

* * * * * *

Mayor Curley has returned from abroad. He did a wonderful job while there. Although in Europe about three weeks, he settled all the differences in religion, civic affairs and international questions on the continent, with the possible exception of the trouble in Spain. He should have gone there. Now, someone is mentioning the possibility of his being a candidate for vice president. Now we can see why Mayor Curley has been doing so much publicity stuff for himself and is inviting everyone in the country to visit Boston.

The regular horses and dark horses of the coming primary and final elections are now in training. Some have come out onto the political track to work out, but most of them are still doing their work on the quiet.

HAVERHILL GAZETTE 6/17/31

By the Paragrapher

You can get an idea of how bad things are getting when you learn that radio sets are to be placed in all army hospitals.

* * * *

That Maine lawyer, who has just received his eighth college degree, comes pretty near being educated to the nth degree.

* * * * *

Mayor Curley, to our surprise, is giving away the shillalahs he brought from Ireland; we thought he planned to use them.

* * * * *

Those American mayors in France, having investigated Paris sewers, may now be expected to tackle comparative political methods.

* * * * *

Trouble with coal in winter is comprehensible, but we didn't suppose trouble with coal, equal to that the city council is having, was possible in Summer.

* * * * *

Persons disturbed by the docility of the American pupils probably will be cheered by the conduct of the Polish pupils who beat to death the schoolmaster giving them low marks.

SPRINGFIELD UNION 6/16/31

His Honor Stymied?

Nothing that would bring business or visitors to Boston has failed to enlist the support of Mayor Curley, whether his own idea of a fast steamship service to Europe or something else. But the time has come when it looks as if, for once, his honor would have to sit on the side-lines, or, to change the metaphor from football to golf, admit that he is stymied.

Chairman Taylor of the Massachusetts Republican state committee has invited the national Republican convention which will meet next June to nominate Mr Hoover, or some other, for the presidency, to come to Boston and hold its proceedings in the Garden. No one can question that the Garden with its fireproof construction and convenient exits will make an excellent convention hall, particularly if the custom of holding it where there is room for thousands of spectators as well as for the delegates themselves, is continued. The hall in which the Republicans met in Kansas City in 1928 does not compare with the Boston Garden, the familiar scene of crowded hockey matches and boxing contests.

Ordinarily this would be a proposal for which Mayor Curley would jump up and swing his hat. But the Republican party is not his party and what can he do about it? Can he butt into the private affairs of another family? Perhaps, however, his genius can find the answer even to such a problem as this. That answer might be to get the Democratic convention instead, pointing to the fact that Massachusetts went for Smith in 1928. In that case the Republican convention would not be missed; for it is not according to present political custom that both conventions, even though held at different times, should meet in the same city.

If Mr Taylor means his invitation as more than a gesture and feels that the coming of the Republican convention would be an aid in recovering Massachusetts from the Democrats he will need to get busy and organize. Conventions are not won as easily as kisses sometimes are.

What has Louis K. Liggett, still the Massachusetts member of the Republican national committee, got to say about it, and what will he do, in raising a guarantee fund, for example? And what about ex-Gov Fuller? Would the prospect of bringing the convention to Boston and giving the delegates free automobile rides, be enough to induce him to stop sniping at Mr Liggett?

Mayor Curley may be on the side-lines as far as concerns this proposition; but he is not debarred from getting amusement out of Republican maneuverings.

SPRINGFIELD REPUBLICAN 6/15/31

Smith and Roosevelt

The apparent differences of opinion between Senator David I. Walsh and Mayor Curley as to "first loves" in Democratic presidential candidates in 1932 may be due to a little political finessing on the part of both at an early stage of the game. While Mayor Curley may easily be seeking to link his political prospects in some form with the seemingly advanced candidacy of Governor Roosevelt, Senator Walsh frankly gives warning of the possibility that former-Governor Smith may be a candidate, in which case Governor Roosevelt would be under the unpleasant necessity of stepping aside, at least so far as Massachusetts Democrats are concerned. The Senator may have had in mind the recent poll of delegates to the national convention of 1928 from which it appeared that Al Smith is still the Democratic favorite in this State. Senator Walsh thus contributes some plausibility to the persisting rumors of the development of a chill between Smith and Roosevelt.

If such is the case, it must be considered a strange development of the political cooperation of the former and present Governor of New York in the recent past. None can say that Governor Roosevelt has not given the best of service to the ambitions of former-Governor Smith. Few have forgotten that long-distance telephone conversation between Mr. Smith and Mr. Roosevelt when the latter was in the South seeking health and a possible recovery from his physical affliction. It was a Smith appeal to Roosevelt to sacrifice his plans and become the Democratic candidate for Governor of New York.

Smith well knew of the greater strength of Roosevelt in up-state New York and plainly desired his gubernatorial candidacy as an aid to his own cause. The theory was that Smith could contribute something to Roosevelt at the Tammany end of the State while Roosevelt could contribute much to Smith up-state. Roosevelt did not wish to be a candidate at the time, but consented, it was alleged, out of devotion to Smith, whom he had twice nominated in national conventions for the presidency.

As it turned out, Smith ran ahead of Roosevelt in New York city, as expected; but Roosevelt ran so far ahead of Smith up-state that he was elected while Smith lost his own State. Naturally the logic of such a result has made Roosevelt a favorite candidate for President in 1932 and it has been assumed that in the circumstances Smith would take himself out of the picture. Apparently there is some uncertainty as to this assumption.

Mr. Smith has given no hint as yet that he is to stand aside for Governor Roosevelt. He has not joined Colonel House, the former silent mentor of President Wilson, in earnest advocacy of the Roosevelt candidacy and there is some question as to the political congeniality of Mr. Smith and Colonel House. They have not belonged to the same political school and Mr. Raskob might be pardoned the suspicion that the conspicuous reappearance of Colonel House on the scene is a wily effort to blanket the possible candidacy of Mr. Smith in the interests of Democratic sentiment in the South and especially in wayward Texas.

The Raskob strategy is based on the prospect that the South will be solid enough Democratic next year, whoever may be the candidate but that a winning Democratic candidate must be one to meet the quite different tastes of the Democratic electorate in the large industrial States of New York, Massachusetts, Ohio and Illinois, plus a saving contingent of anti-prohibition Republicans. For this reason he has sought to wedge a wet commitment into the party in the belief that the South will be solid whether it likes the candidate or not. Mr. Raskob is credited with the fear that Governor Roosevelt is not the man to capture the industrial States and that his seeming popularity in the South may be offset by a lack of it in the States that he regards it vital to capture. Probably Smith would fit into the Raskob strategy must better than would Roosevelt.

Besides, there is the Tammany factor. Without doubt the full strength of Tammany would be exerted in behalf of Smith, but there is doubt as to its attitude toward Governor Roosevelt. While he has not especially encouraged an investigation into Tammany scandals—in fact has been somewhat hesitant—he has failed to show the political resistance to exposing Tammany graft that the sachems would like. Considerable water is yet to run through the mill and meantime Governor Roosevelt may get more open support from those he needs least than he does from those he needs most.

In any event, as the case stands, only by the open renunciatory act of former-Governor Smith can Governor Roosevelt obtain the undivided support for his nomination of Massachusetts, of some other important States and possibly of his own State of New York. Colonel House does not control the Roosevelt candidacy, but Mr. Smith does. Apparently he can make it or break it.

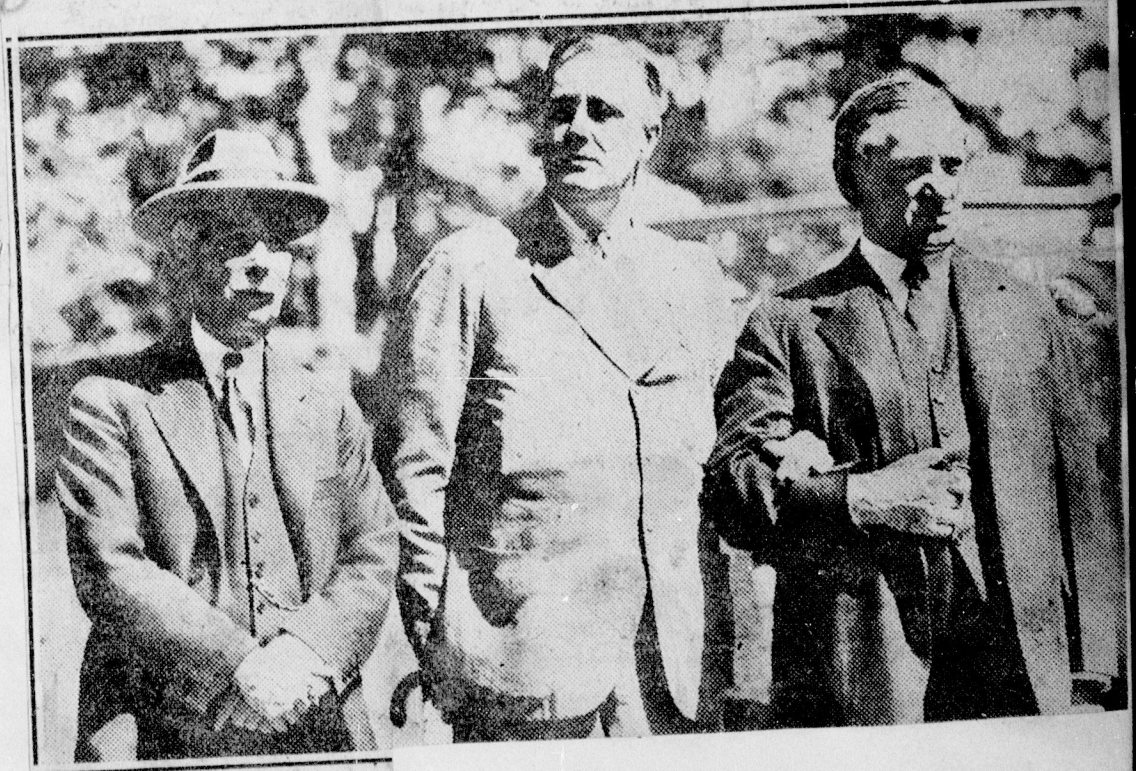
Assure Roosevelt of Support at 1932 Convention

BROCKTON ENTERPRISE 6/16/31

In what was described as a non-political get-together, Governor Franklin D. Roosevelt, of New York, was luncheon guest of Col. E. M. House, political advisor to the late President Wilson, at the Colonel's summer home in Manchester-by-the-Sea, Mass. Many other political leaders were present and Gov. Roosevelt departed with the inferred assurance that Massachusetts democrats were for him for president. Here at luncheon are, left to right, Col. House, Gov. Roosevelt and Mayor James Curley of Boston.

FALL RIVER HERALD-NEWS 6/16/31

Assure Roosevelt of Support at 1932 Convention



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WORCESTER TELEGRAM 6/6/31

Owing to expansion of the mayoral waistline, a watch chain recently given Mayor Curley of Boston had to be extended four inches to make it fit. Of some mayors, it might be said that it would be inadvisable to give them hats.

SPRINGFIELD 6/16/31

IS MR CURLEY SPOOFING?

To the Editor of The Republican:—

We were discussing the weather. One of us said it was abominable—another that it was not raining rain to her—it was raining daffodils. Pollyanna stuff, you know. Yet the sheer summer things were getting to look more like shredded wheat every day. A third member voiced the opinion that if The Republican would only take an advanced, resolute, forward-looking attitude on the question, the skies would clear. Ten minutes later we read the editorial. Within 24 hours the miracle was wrought. The sun came shining through. Since then we have bathed our souls in "the dreamy, tawny dusks of many perfect days." Moonlight and roses again mean something in the highlands of Berkshire. Once more the value of intelligent editorial opinion, aimed in the right direction, was vindicated.

Now for something of graver import. You wrote that Mayor Curley discreetly had kept his finger out of the Italian pie. I was about to send you the interview he gave in Rome. Now you print its substance, saving me that trouble. It was handsomely done. But I cannot resist the impulse to supplement his record of foreign impressions by submitting a portion of certain remarks ascribed to him by a reporter for the New York American, to illumine a point regarding which so many estimable men, students of international affairs, differ.

Mayor Porter of Los Angeles, you will recall, had withdrawn from a banquet hall rather than drink the health of the president of France. Mayor Curley commented on the irony of it, saying more liquor is sold in Los Angeles, per capita, than in any other city in the country. Are other municipalities bidding for this dubious honor?

Continuing he said:—

"I found the liquor excellent, as plentiful as in America, and the price a good deal more attractive. But we have better whisky here than in Europe. The only whisky I liked was Haig & Haig. I wanted to send home a case. Lord mayors in England have a custom of first entertaining visitors in a parlor stored with the finest liquors. I do not approve of the practice here. The mayor would spend too much time in the parlor."

Now what concerns me is, is the mayor spoofing us? I know "Honey Fitz" is a teetotaler and always had supposed Jim Curley was.

JOSEPH HOLLISTER.

Pittsfield, June 13, 1931.

WOBURN TIMES 6/16/31

Among the large crowd who greeted Mayor Curley on his return from Europe was Whitfield L. Tuck of this town. Mr. Tuck acclaimed Mr. Curley as the leading statesman of Mass. and the next Governor.

BROCKTON ENTERPRISE 6/16/31

News Snapshots

At the close of one of the most rebellious sessions in the history of the present Boston City council, Mayor Curley presented each of the 22 members shillalahs resembling ancient Irish war clubs, which he brought back from Killarney recently.

R. J. Capron of Chicago strolled into Lincoln Park, in that city, yesterday, and pulling a revolver from his pocket shot himself to death after having received a letter from his son, a college boy, advising that the father should kill himself.

Mystified by the almost lack of icebergs in the north Atlantic this summer, a season when they are so ordinarily common as to present a grave menace to shipping, coast guard headquarters in Washington has ordered the patrol boat General Greene to cruise further north to study conditions along the coasts of Labrador and Greenland.

SPRINGFIELD 6/16/31

CONRAD PRAISES MAYOR CURLEY

"Brilliant Figure" in Vice-President's Chair, He Declares at Exercises

Boston, June 15—Mayor James M. Curley of Boston was hailed as a possible candidate for the Democratic nomination for vice-president in 1932 at Flag day exercises here today.

"If the immediate future calls him to preside over the Senate, history will declare no more brilliant figure ever occupied the office of Vice-President of the United States," said Traffic Commissioner Joseph A. Conry in a speech.

Last week a Boston newspaper linked the names of Gov Franklin D. Roosevelt of New York and Mayor Curley as possible candidates for the Democrtaic nominations for President and Vice-President, respectively.

Both Roosevelt and Curley attended a luncheon at Manchester-By-The-Sea, Saturday, as guests of Col Edward M. House, a national figure during the Wilson administration.

CLINTON ITEM 6/16/31

"ROOSEVELT AND CURLEY"

Hundreds of Campaign Buttons Are Distributed Through Boston Today

Boston, June 16—"Roosevelt and Curley" read the inscription on hundreds of campaign buttons displayed throughout the city today as an official campaign was started to have Mayor James M. Curley of Boston named as running mate of Gov. Franklin D. Roosevelt of New York the latter proposed as the democratic nominee for president in the 1932 election.

LOWELL COURIER-CITIZEN 6/17/31

TWO MAYORS.

[From the New York Times.]

Mayor Curley of Boston is back from his travels. In Rome he was no barbarian. As Mayor of a free city he makes no bones about compliance with the gracious customs of the countries he visited. He did not "hesitate to drink many a toast." He found "the supply of liquor almost as plentiful as in the United States," but, as he says regretfully, "we cannot touch their wines." In the English Plymouth, of Puritan renown, he praised the "parlor" that adjoins the offices of the Lord Mayor. There he was asked to taste godlike stuff, rare wines and liquors and liqueurs. A pleasant place for English Mayors but were such restrooms established in American city halls, Mr. Curley fears that the Mayors wouldn't have time to visit their executive chambers.

Carefree is Mayor Curley in his city, where the strong Puritan thirst, agreeably tempered by that of many races, persists inextinguishably. Mayor Key of Atlanta, one of our traveling Mayors who was unable to reach the dizzy heights of austerity occupied for a time by the chiefs of Portland and Los Angeles—where, as Mr. Curley says brutally, more liquor is made and sold per capita than in any other American city—will be back in the Gate City next week. There, as Mr. Julian Harris wrote in yesterday's Times, not welcome only, but reprimand awaits him.

He watched and shared in the gay sobrieties of France. That frank and temperate drinking, contrasting so sharply with the hug'ger-mugger soaking so common in his own country, corroborated in his mind opinions of prohibition which he had already expressed at home. It was a failure, a corrupting influence, a great cause of crime. These are commonplaces, but the Drys of the Extreme Right in Atlanta couldn't stomach 'em. A Councilman accused the Mayor of impairing the "dignity" of Atlanta. That dignity, it seems, is too great to allow an official of Atlanta to tell the truth abroad. A resolution calling upon the Mayor to ask the forgiveness of his city and to take back what he said sleeps upon the table.

Presumably, that sense of humor in which Mr. Harris abounds is already triumphant in Atlanta. It is a happy incident that brings to view our old friend "Willie" Upshaw, dear to all true Americans as the Representative in Congress who held a whisky bottle in one hand and a Bible in the other and asked the House to choose. Nobody said a word. As the cynics pointed out at the time, the bottle was empty. And Mayor Key is dear to all the tribe of poor and sedentary oinophilists. Ill in a Paris hospital, he sang the praises of Dijon. O Dijon, rich in gingerbread and cassis! O Hills of Gold! O ye whose names are five sweet symphonies: Beaune, Chambertin, Pommard, Vougeot, Volnay! But perhaps Mr. Harris, who is all packed up for the voyage, prefers the white marvels of the Yonne-Chablis and Montrachet.

BULLETIN. BOSTON C. of C. 6/15/31

MORE POWER TO BOSTON FIRE DEPARTMENT : Hereafter complete responsibility for investigating suspicious fires will be placed in the Boston Fire Department. Governor Ely has signed a bill which gives this authority to that department. This was main objective of the Chamber's Committee on Fire Prevention during the present Chamber year and it worked actively for the passage of the bill. It was convinced that incendiary fires, which comprise a large part of Boston's fire losses, could be reduced more effectively if the Boston Fire Department had this new power. Mayor Curley introduced the bill. It was supported by Fire Commissioner McLaughlin, Felix Vorenberg, Chairman of former Mayor Nichols' Committee on Fire Insurance rates and the National Fire Protection Association. Governor Ely presented the quill with which he signed the bill to Stephen H. Whidden, Chairman of the Chamber's committee.

ARE YOU DOING BUSINESS IN ENGLAND? : Members of the Boston Chamber of Commerce who are doing business in England are invited to make use of the services and facilities of the American Chamber of Commerce in London. A cordial note has been received by the Bureau of Commercial and Industrial Affairs of the Boston Chamber from D. L. Gill, Acting Secretary of the London organization, in which he expresses his willingness to be of service to members of the Boston Chamber of Commerce.

THE TAX DOLLAR

Facts and Opinions on the City Finances of Boston, Prepared by the Joint Committee on Municipal Finance of the Boston Chamber of Commerce and the Boston Real Estate Exchange

Largest Ever Granted

Authority to borrow nine and one-half million dollars outside the debt limit was granted to the City of Boston by the legislative session which prorogued last week. This is the largest amount ever granted in one year for projects other than those which are self-supporting. The complete list is:

Schoolhouse construction	$2,000,000
Airport development	1,250,000
East Boston Strandway	1,000,000
Municipal buildings	1,250,000
Street reconstruction	500,000
Suffolk County Courthouse	3,500,000

In addition, the annual debt limit was increased $500,000 by the removal of an old restriction.

A significant fact is that the customary proviso that ten per cent of each loan must be appropriated in the current tax levy was abandoned. This requirement has irked successive city administrations and they have objected to it, but previous Legislatures have insisted upon it.

In the three-year period from 1929 to 1931 inclusive, the Legislature has granted authority to the City to borrow over $20,000,000 outside the debt limit, exclusive of self-supporting projects. Money available within the debt limit has totaled $17,000,000 during the same period.

The 1931 Tax Rate

Last March we stated that the tax rate increase would not be alarming. Subsequent events cause no change in that opinion.

Total obligations should be approximately $78,500,000, as compared with $76,230,000 in 1930. Deductions of income other than taxes should show little change from the $16,500,000 estimated in 1930. The total assessed valuation is reported to be likely to show a reduction of as much as $15,000,000; in 1930 it was $1,972,000,000.

Barring unforeseen developments the tax rate should be on the lower side of $32.00. In 1930 it was $30.80.

Old Age Assistance Act

While the 1932 session of the Legislature may find a new source of revenue to pay the cost of the Old Age Assistance Act which must be borne by cities and towns, it is difficult to be optimistic in view of the largely futile efforts which were witnessed in the session just prorogued. The best which could be done was to impose a "head tax" in the hope (but not the certainty) that sufficient money would be obtained to pay the state's share of one-third. No provision was made for the share of cities and towns, with the result that the property tax must assume the major part of that share.

Property owners will have small patience with the evasive assertion that there was no necessity to provide a new source of revenue to meet the share of cities and towns in 1931 because "they have already provided for it in their budgets". That reveals an inexcusable ignorance of municipal finance.

At any rate, if experience means anything in government, the failure in this matter to date should forever prevent future attempts to adopt a new function of government when it admittedly cannot be afforded.

Increase Will Not Be Unreasonable

The importance of the legislative act which permits the Mayor and City Council to fix the amount of fees for licenses and permits is shown when we consider the productivity of these fees as a source of revenue to the city.

City departments perform many services and issue many kinds of licenses and permits, for all of which charges are made. New services and licenses are added occasionally. In 1920 the city government estimated an income of $1,890,000 from this source, known as "departmental income." But in 1930 the estimate was only $2,421,000, an increase of 28%. In that same period the property tax increased 65% and the state income tax about 50%.

City officials believe that the present fee system fails to reflect the increased cost of government in general or of the specific services which these fees are supposed to cover. They hope to work out a more equitable system, with the general trend upward. Estimates were made in 1927 that a well-thought-out system should produce a minimum increase of $250,000 in revenue. Although protests against any larger fees are to be expected it will be observed that the total increase will not be unreasonable. In the words of Budget Commissioner Fox: "Such an increase could be secured by conservative increases in a limited number of present charges and would not result in any radical revision or upheaval in the present system."

Valuation Survey

On another page in this issue is the statement which this Joint Committee issued last week, urging a revival by the present administration of the valuation survey commenced in 1928.

N.Y. TIMES 6/15/31

TWO MAYORS.

Mayor CURLEY of Boston is back from his travels. In Rome he was no barbarian. As Mayor of a free city he makes no bones about compliance with the gracious customs of the countries he visited. He did not "hesitate to drink many a toast." He found "the supply of liquor al- "most as plentiful as in the United "States," but, as he says regretfully, "we cannot touch their wines." In the English Plymouth, of Puritan renown, he praised the "parlor" that adjoins the offices of the Lord Mayor. There he was asked to taste godlike stuff, rare wines and liquors and liqueurs. A pleasant place for English Mayors, but were such restrooms established in American city halls, Mr. CURLEY fears that the Mayors wouldn't have time to visit their executive chambers.

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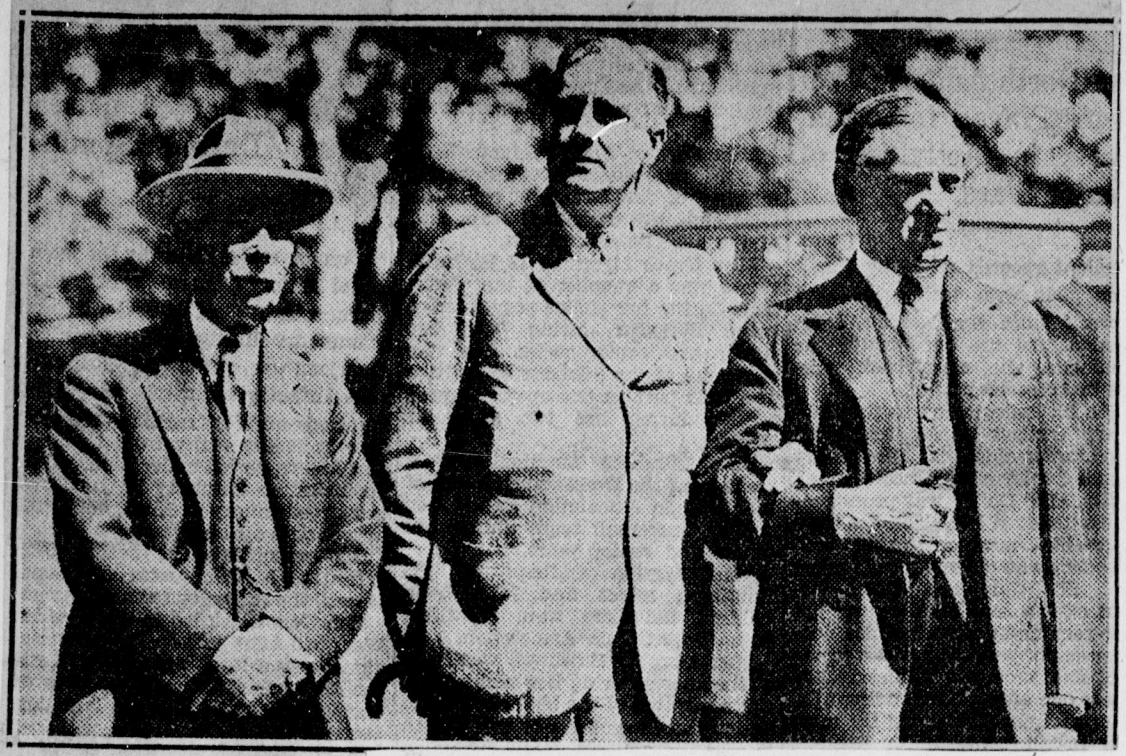
Assure Roosevelt of Support at 1932 Convention

NORTH ADAMS TRANSCRIPT 6/15/31



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SPRINGFIELD NEWS 6/15/31

MASSACHUSETTS AND SMITH AND ROOSEVELT

Senator David I. Walsh is undoubtedly right in flatly declaring that if Alfred E. Smith wants the Democratic nomination for the presidency again he will have the Massachusetts democracy with him regardless of the House-Roosevelt-Curley parley and regardless of the out and out attitude of Mayor Curley for Gov Franklin D. Roosevelt. It may be taken for granted, or as Walsh puts it, "we may as well face the facts," that until the attitude of Smith is known there will be no uprising in the state for any other candidate for the nomination, not even for the much admired and very deservedly admired governor of New York.

In due time Smith will, of course, announce himself plainly and equivocally. That is his usual method of doing business. The public invariably knows where he stands at the right moment. He has never been accused of being a dodger even when dodging might have helped him politically. Dodging is utterly foreign to this man's very nature.

Until Smith speaks, then, it will be futile and fatuous to attempt to definitely tie up the Massachusetts democracy with any other potential aspirant for the presidential nomination. If Smith does not want it again there is no doubt but that Roosevelt will have the strongest of backing throughout the Bay State where he is greatly beloved. Although he has not definitely announced his intentions there would appear to be small doubt, if any, that he is in a receptive mood now that his physical condition is so greatly improved over what it was when he hesitated to run for the governorship of New York.

But everything as far as Massachusetts is concerned must await definite word from Alfred E. Smith. There is small possibility that Smith will be smoked out by the talk toward the man who has been so close to him politically, socially and otherwise. But the day is not far distant when Smith will feel it incumbent upon him to announce his decision. His friends will be insistent before long that he tell precisely where he stands.

If Smith is willing to take the nomination again he will have, of course, every reason for feeling that it is coming to him after making the memorable campaign which he put up against Hoover, a campaign marked by conditions unparalleled in American history. He has a lot of things besides a precedent to bolster up any claims that he or his friends may choose to put forth in behalf of their favorite.

So, as Senator Walsh declares, in which declaration he is supported by Senator Marcus A. Coolidge, until Smith says the word one way or another no other aspirant can count on Massachusetts. And if the word from Smith is that he chooses to run it can be taken for granted that the Massachusetts Democracy will be with him almost to a man.

SPRINGFIELD NEWS 6/15/31

CONRY LAUDS MAYOR CURLEY

"Brilliant Figure" in Vice-President's Chair, He Declares at Exercises

Boston, June 15—Mayor James M. Curley of Boston was hailed as a possible candidate for the Democratic nomination for vice-president in 1932 at Flag day exercises here today.

"If the immediate future calls him to preside over the Senate, history will declare no more brilliant figure ever occupied the office if Vic-Prsident of the United States," said Traffic Commissioner Joseph A. Conry in a speech.

Last week a Boston newspaper linked the names of Gov Franklin D. Roosevelt of New York and Mayor Curley as possible candidates for the Democrtaic nominations for President and Vice-President, respectively.

Both Roosevelt and Curley attended a luncheon at Manchester-By-The-Sea, Saturday, as guests of Col Edward M. House, a national figure during the Wilson administration.

Springfield Republican

SPRINGFIELD, MONDAY, JUNE 15, 1931.

SIXTEEN PAGES

Walsh's Smith Reservation

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> Let us be sensible. What's to be gained by refusing to face the situation as it exists? If Al Smith desires to have the nomination, then of course Massachusetts will be for him and none can prevent such a development. He is first in the affections of the Democrats of Massachusetts. Next to Smith, of course, I am for Roosevelt.

Senator Coolidge follows Senator Walsh in adopting the Smith reservation. Among Massachusetts Democratic leaders the one Roosevelt man, without "ifs" or "buts," is Mayor Curley.

If there is no possibility that Smith will become at least a receptive candidate; if he is definitely out of consideration, Gov Roosevelt already has the Massachusetts delegation well in hand. But Senator Walsh's significant Smith reservation creates uncertainty. The senator is himself in doubt. In this situation, what of Al Smith's intentions?

Frank R. Kent's view, printed elsewhere on this page, has elements of probability. Chairman Raskob is eager for Smith to run again. As for Smith's own feelings, he would be more or less than mortal if his desire for a second nomination did not increase as the prospect improves that the Democrats will sweep the country.

The only reason compelling Smith to remain in retirement must be a conviction that he could not be elected. The moment he becomes convinced that he could win, in spite of any possible defection of southern Democrats, the whole scene changes in his judgment. If he could win, why should he be denied a second nomination? Cleveland was renominated in 1892, after his defeat in 1888. Bryan was renominated in 1900, after his defeat in 1896; and the Democratic party even tried Bryan a third time in 1908. One defeat is not necessarily conclusive. So Smith's mind might work.

That Smith finds the temptation growing stronger need not be doubted. The business depression is so prolonged and severe that it must now offer an excellent springboard from which almost any Democratic candidate could leap into the presidency. Mr Hoover, running for reelection, will be so weighted by losses in prestige and popularity that he will bear no resemblance to the Hoover of 1928. Who would not be tempted, if in Al Smith's place? One does not need to have Al Smith reveal his innermost thoughts to form a fairly correct estimate of the human feelings and desires that are alive within him.

As for Smith's moral right to become a candidate for his party's nomination, few will question it. The field is still open to all. Not even Gov Roosevelt has yet announced that he is himself a candidate. The Massachusetts Democracy, according to Senator Walsh, would welcome another Smith candidacy, and that much could be said probably of the majority of the Democrats of the New England states. It is not merely a question of Smith's right to run; it is also a question of their right to have him in the running, and the pressure they may bring to bear may influence his decision.

The Democratic national convention will be a full year in coming. The next President is still in the making.

Going West as a "Test"

The President's western trip will be a "political test," according to the Washington representative of the Chicago Tribune; it will be the opening of his 1932 campaign, according to the head of the Washington bureau of the New York Times. Yet two of the three formal addresses Mr Hoover will deliver are about dead Presidents. The dedication of the Harding tomb at Marion, O., is the occasion for one address while the rededication of the reconstructed tomb of Lincoln at Springfield, Ill., is the occasion for the other. The less politics there is in exercises of such a character, the better taste will be shown. Mr Hoover will not start a "campaign drive" or seek a "political test" at either Marion or Springfield.

To the address at Indianapolis, this evening, before the Indiana Republican Editorial associaton, may be ascribed a political character. If the President adds speeches to his schedule, as arranged before leaving Washington, politics may color them. But whatever political test the journey may offer must be found mainly in the popular welcome accorded him. Republican party headquarters may be more interested in this aspect of the President's public appearances than any other. He already has a reputation for being coldly received by the populace, compared with other Presidents in the past 40 years, and he is now going into three middle western states which voted heavily Democratic last November. The 1930 reversal in Illinois, Indiana and Ohio was tremendous compared with the political stand of the same states two years earlier.

It is highly probable that the President himself goes West, at this time, without a calculated political purpose. The engagement at Marion is not without embarrassment. Presumably there is general appreciation of the very delicate situation, politically speaking, that the President faces in being the chief eulogist at the dedication of the Harding memorial. Mr Coolidge will be helpful, for he is going to Marion to support his successor at the exercises.

MILFORD NEWS 6/16/31

CALLS MAYOR CURLEY "BRILLIANT FIGURE"

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SALEM NEWS 6/15/31

POLITICS TABOO AT ROOSEVELT-COL. HOUSE DINNER

However, Toast Given Referred to N. Y. Governor as "Man Upon Whom Eyes of the Nation Are Fastened"

Manchester, June 15—"Do you think that this is the entrance of Gov. Roosevelt into the presidential campaign?" asked a reporter of one of Col. House's guests at the luncheon he tendered Saturday to Gov. Roosevelt of New York, attended by a score of local politicians.

"No, indeed," said the man addressed. "I am inclined to think that it is the entrance of Col. House into the Roosevelt campaign."

ASSOCIATED PRESS (HENRY HAVELOCK PIERCE)

COL. E. M. HOUSE

At any rate, the colonel took advantage of Gov. Roosevelt's presence in New England to tender him a non-partisan luncheon to which were invited a number of local politicians. Those who broke bread with Col. House, Senators Walsh and Coolidge of Massachusetts, William H. Coolidge, a retired Boston lawyer, who once admitted that he was a relative of Pres. Coolidge, "but not near enough to hurt the president or help me"; Ellery Sedgwick of the Atlantic Monthly, Mayor Curley of Boston, Randolph Tucker, a son-in-law of the colonel; Henry Morgenthau, one-time American Ambassador to Turkey and Robert M. Washburn of the Roosevelt club.

Col. House's Toast

Col. House, who was very close to Pres. Wilson until they broke over the peace negitiations in Paris, declared for Gov. Roosevelt as the Democratic candidate for president, some days ago, but today's luncheon, he said, was devoid of political significance.

"Just an informal luncheon in honor of Gov. Roosevelt while he was in Massachusetts attending the graduation exercises of his children," said Col. House when asked if there was any politics in connection with the gathering. In this he was corroborated by his guests.

During the luncheon Mayor Curley recounted some of his experiences on his recent trip abroad and Gov. Roosevelt told of some humorous incidents in public life. Other diners added their comment, but politics was taboo. Gov. Roosevelt did not refer to his candidacy for the presidential nomination, nor did anybody else.

Col. House offered a toast, saying: "Here's to the man upon whom the eyes of the nation are fastened. We wish him health and success." That was the nearest to politics any of the speakers came.

Declare a Roosevelt Needed

But politicians will talk politics. Said Senator Walsh: "I think it is high time we had another Roosevelt in the White house. Judging from what I overheard at the luncheon, most of the Democrats present believe Gov. Roosevelt will be the presidential nominee. He has made a fine record as governor of New York and is regarded by the nation as a Progressive. I should say that Gov. Roosevelt is far in the lead for the nomination."

Senator-Elect Coolidge: "I was impressed by the winning personality of Gov. Roosevelt of the Empire state. From what I gather he is the choice of the Democrats as the nominee for president in 1932. He has a fine, commanding personality and an historic name which should appeal to the country."

Harry Morganthau predicted that Gov. Roosevelt would not only be nominated for the presidency but that he would be elected. "The country is waiting for the chance to put another Roosevelt into the White house," he said. "They are disgusted with this stationary engineer who has ditched and drained the country."

Mayor Curley reiterated his views endorsing the candidacy of Gov. Roosevelt.

SPRINGFIELD REPUBLICAN 6/15/31

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The Democratic national convention will be a full year in coming. The next President is still in the making.

BOSTON'S GREAT WELCOME

TO MAYOR CURLEY

TOWN'S ENTHUSIASTIC RECEPTION

Cheers and Bunting Everywhere

A DAY OF CROWDED INCIDENTS

Delighted Guests and Pleased Populance

FULL STORY OF EVENTS.

THE HON. JAMES MICHAEL CURLEY, Mayor of Boston, Mass., came to Boston, Lincs., on Friday last—and conquered it.

The fact that a great welcome awaited him here was never in doubt, but that welcome exceeded expectations. The town turned out to meet him in the decorated streets, and each vied with the other to make it abundantly evident that Mayor Curley was an honoured guest, whose presence the ancient borough valued highly.

One may hope that if Mayor Curley took away with him the memory of a genial and friendly welcome, he did not also leave with the impression that he had seen typical Lincolnshire weather. The sky was overcast; the wind was somewhat cold. It was by no means a typical Boston day in May. Rain had fallen in the night, and there were a few stray drops when the Mayoral party arrived at the Municipal Buildings from Spalding at 12.40—which was fifty minutes behind the scheduled time. Then there were a few fitful gleams of sun and a little blue sky, but later, alas, the threatened rain came in full force. However, the late afternoon and evening turned out fine and bright. Thus Mayor Curley had variety in Boston weather.

If the weather was not exactly cheerful at the outset the reception was, for everywhere Mayor Curley was greeted as a friend. Boston took him to its heart.

Boston had done its best to make itself really presentable. It had fallen in with Mayor Lunn's request that bunting should be displayed wherever possible, and, as a result, there was a good deal of colour. Indeed, one wondered how the citizens had managed to secure so many flags in so short a time. There were streamers across the streets, and bunting displayed upon business premises, public offices, and even private houses. It was a brave show.

Those who came into contact with Mayor Curley were greatly impressed by his personality. They realised that the high praise which our deputation of last year brought back from America was, in no degree, exaggerated. And those who were privileged to hear him speak found that he was, indeed, an orator of the highest standard and a man of very marked ability.

It would be discourteous if one omitted to say that Miss Mary Curley, too, created a splendid impression. After her distinguished father she was regarded with the greatest interest, and those who met her were impressed by her charm and her typical American faculty of making friendships quickly.

A group taken outside the Municipal Buildings before the civic welcome. Left to right: Miss Lunn, Mayor Curley, Miss M. Curley, Mrs. Lunn (Mayoress), the Mayor (Coun. W. H. Lunn), and Deputy-Mayor Salter.

Mayor Curley inspecting the Guard of Honour. On his right is the Mayor of Boston, and on his left Capt. H. C. Marris.

Mayor Curley speaking to the huge crowd in the Market-place. On his right are the Mayor (Coun. W. H. Lunn), Miss Mary Curley, Col. Dolan, Miss Bremner, and Miss Lunn.

miscellaneous publications

May 1. — June 14, 31

SPRINGFIELD REPUBLICAN 6/14/31

Our Beacon Hill Observer— State Affairs and Politics

Curley Is Back and Report Says He Will Oppose Ely for Governor

From Our Special Reporter

Boston, June 13—Mayor James M. Curley returned home Thursday night, ending his European trip with a triumphal reentry into the Hub, to the tune of a firemen's band and acclamations of thousands along his route to his Jamaica Plain home. It was the culmination of a long trip—just such a culmination as perhaps the trip was arranged for. He returned from Rome, where the old conquerors used to have triumphal entries after their campaigns against the barbarians; perhaps the honorable mayor was trying to emulate them. His press agent blithely announced that Curley had settled the dispute between the pope and Mussolini and the newspapers carried the story as one of truth incontestable. It was notable that the same papers carried other stories saying the trouble in Italy was about as bad as ever. But the story of Curley's intervention at Rome was not any more blatant than other stories that Curley's press agent has thought out. If Mussolini felt he himself was the most bombastic man in the world, he may have his doubts now that he has met the Boston mayor.

With his return, on the same train with Gov Roosevelt of New York, came the announcement that Curley is for Roosevelt for President, this despite a story printed in a Boston newspaper about two months ago that Curley was for Young for President, a story never disputed by Curley. And one of Curley's press agents came out yesterday with a story boosting Curley as running mate for Roosevelt. If anything could be more imaginary than that, it is difficult to conceive. In the first place, if Roosevelt is the Democratic candidate, the second-place choice won't be from the same section of the country; if it were, Senator David I. Walsh would be a more logical man for the nomination than Curley. The same story that boosted Curley for vice-president said Curley's friends were realizing it would be foolish for him to try to oust Gov Ely.

Curley and Governorship

Yet Mayor Curley is accepted in many quarters as a candidate in 1932 for the Democratic gubernatorial nomination, and the Bostonese Curleyites are saying he can beat Ely easily. They cite the fact that four western counties cast only 30,457 votes at the last Democratic primary, whereas Suffolk county alone cast 94,092. The vote of the four western counties represented slightly more than 14 per cent of the total vote, which was 214,993 in that primary.

Curley supporters contend the Boston Democratic vote will be given him, not only because it is natural for these citziens to vote for an easterner over a westerner, but also because Curley is a sort of a hero with a municipal halo around his head and, like the king, "can do no wrong."

It is argued further that Curley can rise a campaign fund of $390,000 without difficulty. The fact that he has a $50,000,000 budget in Boston, with many contracts awarded, is given as one basis for his ability to raise such a fund. It is contended Ely couldn't raise one-third of this. It is contended, further, that Ely hasn't satisfied the rank and file of the Boston Democracy, because he won't play ball the way they understand the political game should be played. Therefore, the rank and file in a large majority will support Curley with their votes. It is contended that Ely's appointments haven't been of the kind the Boston Democrats like, even though it is admitted most of them have been entirely satisfactory from the good government standpoint. There are a lot of things being said to bolster the belief that Curley can defeat Ely.

Here are a few more: That he ignored capable young Boston lawyers of Irish lineage to pick from his own law firm a young Irishman with no bench experience, even though it be admitted the choice ranks high in academic law; that the Boston Elevated bill was anything but desirable, because it is a play-in with the wishes of State street; that Ely, by his previous connections with a certain law firm in Boston not only is tied up with State street, but also with the big power interests; that some of his appointments are not giving satisfaction, particularly that of Frank J. Donahue, chairman of the Democratic state committee, to the chairmanship of the Fall River finance board; and it is being charged that Ely failed to show enough backbone in the matter of congressional redistricting, with additional charges that when he submitted proposed amendments to the bill, after it had been laid before him, he was not sincere and didn't want the amendments voted by the Legislature. These are some of the things it is said Curley will use against him when the primary campaign gets under way.

Let's take it for granted Curley can raise a big campaign fund. The next charge to be considered is whether Ely has satisfied the rank and file. Some of those raising the loudest yelps in this respect are officeholders who were swept into office on the Ely wave last year. When 1932 comes around, they will be so worried over their own candidates that they won't find time to fight Ely; in fact, most of them are so selfish they will be thinking then only of their own chances of success. Perhaps Ely hasn't played ball the way the Boston political gangsters want him to, but that is to his credit. Besides, it is extremely problematical as to how much dissatisfaction there really is among the Boston cliques.

Burns Appointment Approved

Suppose Curley attempts to attack Ely because of the appointment of Judge Burns to the superior court bench, when other capable young Irish lawyers, with court experience, could have been chosen. This appointment was received quite generally throughout the state with acclaim. It placed on the bench a young man who had gone far in the academic branch of law, and what is the work of a judge if not knowledge of law? Gov Ely in this appointment gave a young man of proved ability a chance to grow in value to the judiciary; why wait until a man is gray and lifeworn before putting him on the bench? Other administrations have seen appointments much more to be criticized, yet the governor's who made them have survived. If Burns happened to be connected with the same law firm as Ely, that doesn't detract from the value of the appointment.

Furthermore, it may be stated, if Curley resorts to criticism of the Burns appointment as ignoring young Boston Irish lawyers, that Curley himself ignored them when he chose his corporation counsel, Samuel Silverman. If Curley attempts to tie Ely up with the power interests, Ely has only to point to the appointment as White fund trustee, a $20,000 job, of Gen Edward L. Logan, who is a close friend of Comerford and others associated with power interests, and ask wherein he differs from Curley himself in this respect.

Action on the Elevated

As for the Boston Elevated bill, perhaps it wasn't all that it should have been. It would have been much better perhaps, if the term of public control had been extended for 10 years instead of 28, and it would have been a whole lot better if the so-called Higgins reservations had been added, for they were modeled almost word for word upon the reservations that the late W. Murray Crane of Dalton, when governor, had placed in the Boston & Albany contract in 1900. If the Western Massachusetts legislators could have been made to realize that the Higgins amendments had as their author the late Gov Crane, perhaps they would have been more willing to vote for them, instead of blindly following the eastern Massachusetts leadership in this matter. Those reservations would have saved for the Legislature the rights it should have had in the Boston Elevated bill; as that law now is, the Boston Elevated control isn't worth very much and may prove an extremely costly proposition for the state in the 28-year run.

One wonders if, when the state comes to take over the common stock at $85 a share, those stockholders with strong State-street connections, who paid as high as $130 to $150 for their holdings, will not appeal to the courts and secure judgment in their favor on grounds that the $85 price would be confiscatory. Curley may think he is going to have a merry time with Ely on this measure, but Ely has only to ask what became of Curley when the measure was being considered in the Legislature. Curley took a steamer to Europe despite his previously-asserted plea for the five-cent fare, and not even his corporation counsel appeared to advocate plans for the Elevated measure.

The radio today takes the arguments of candidates right into the homes; forces them to think of the issues of the campaign. Ely has a fine record and when in the heat of the campaign, it becomes necessary, in self-defense, to compare records, one need not wonder how the Westfield man will fare in the minds of the general public.

Curley, who has sought and held public office most of his life, would be a destructive candidate. He intends, some believe, to prevent Ely from getting a second term—Curley, the man who has always asked the people for another, and still another, term. Ely is in, and he is there despite the truculent campaign waged by Mayor Curley in the last state primaries to nominate a man who was in a hospital—a campaign intended to appeal to

CONTINUED

(CONTINUED) 6/17/31

SPRINGFIELD REPUBLICAN

the sympathies of the people, but in reality, intended to let Curley name the man who would be picked when Fitzgerald withdrew.

If Curley were nominated over Ely, he could not win against Youngman. For the Democratic party, now having a foothold in the state, his nomination would be the most damaging thing that could happen. Thousands of Republicans are ready to vote for Ely against Youngman, who couldn't bring themselves to vote for Curley. And, as between Curley and Youngman, there would be thousands who would scratch the ballot for governor.

The next legislative session bids fair to bring more financial troubles than did that just finished. And it will be against the later doings of the Ely administration that the Curley crowd will shoot their poisoned darts, more than against those of the season just prorogued. Gov Ely is in office; that is worth thousands of votes to him. If the Democratic party of the state is willing to nominate Curley in preference to Ely, knowing that such preference will mean sure defeat in the 1932 election, then the conclusion to be reached is that it deserves to continue the minority party in all respects.

SPRINGFIELD REPUBLICAN 6/14/31

LAUNCH BOOM FOR ROOSEVELT

Nine Democrats and Three Republicans at Luncheon

MANCHESTER-BY-THE-SEA, June 13.—Glasses bubbling with sweet New England cider, but not yet hard, 10 luncheon guests of Colonel Edward M. House this afternoon drank a toast to Governor Franklin D. Roosevelt of New York, at what was

Continued from Page One

generally regarded by political wisemen as the projected launching of a boom for the Empire State governor as a candidate for the Democratic presidential nomination.

The toast, proposed by the "silent figure" of the Wilson administration, was:

"To a man, who, because of his services to the country in peace and war and in the executive chamber, has the eyes of the nation upon him at the present moment; I am sure gentlemen, that you will join me in wishing him good health, prosperity in anticipation of his elevation to a more distinguished position."

Escorted by a state police sergeant, Governor Roosevelt left the luncheon for Boston, without comment, except to say that he was hurrying to Nw York with Mrs. Roosevelt to greet the king and queen of Siam tomorrow.

With his arm locked with that of the New York Governor, Mayor James M Curley of Boston, said after the luncheon:

"We hope we may be able to greet you here again but we hope next time to welcome you in a more exalted capacity. We look forward to seeing you in the president's chair within the next four years."

A few weeks ago, Mayor Curley had declared that he thought Owen D. Young looked like the most available canlidate for the Democratic presilential nomination.

Both before and after the luncheon ,other Democratic lealers present, told newspaper reporters waiting on the House estate near the Atlantic Ocean that they regarded Roosevelt as a strong presidential candidate.

Not all present at the luncheon were Democrats and Colonel House did not reveal its full purpose.

The guest list included Morganthau, Curley, Walsh and Coolidge; Robert M. Washburn, president of the Roosevelt Club, outgrowth of the famous Bull Moose campaign, Robert D. Choate of a Boston Republican newspaper, Robert L. Norton, of a Boston Democratic newspaper, Ellery Sedwick, the magazine editor, William H. Coolidge and Randolph Tucker, the latter a son-in-law of Colonel House.

"There were nine Democrats and three Republicans present," was Washburn's comment.

HOLYOKE TRANSCRIPT 6/15/31

CURLEY HAILED AS POSSIBLE CANDIDATE FOR VICE-PRESIDENCY

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QUINCY NEWS 6/15/31

Curley Hailed for Vice-Presidency

JAMES M. CURLEY

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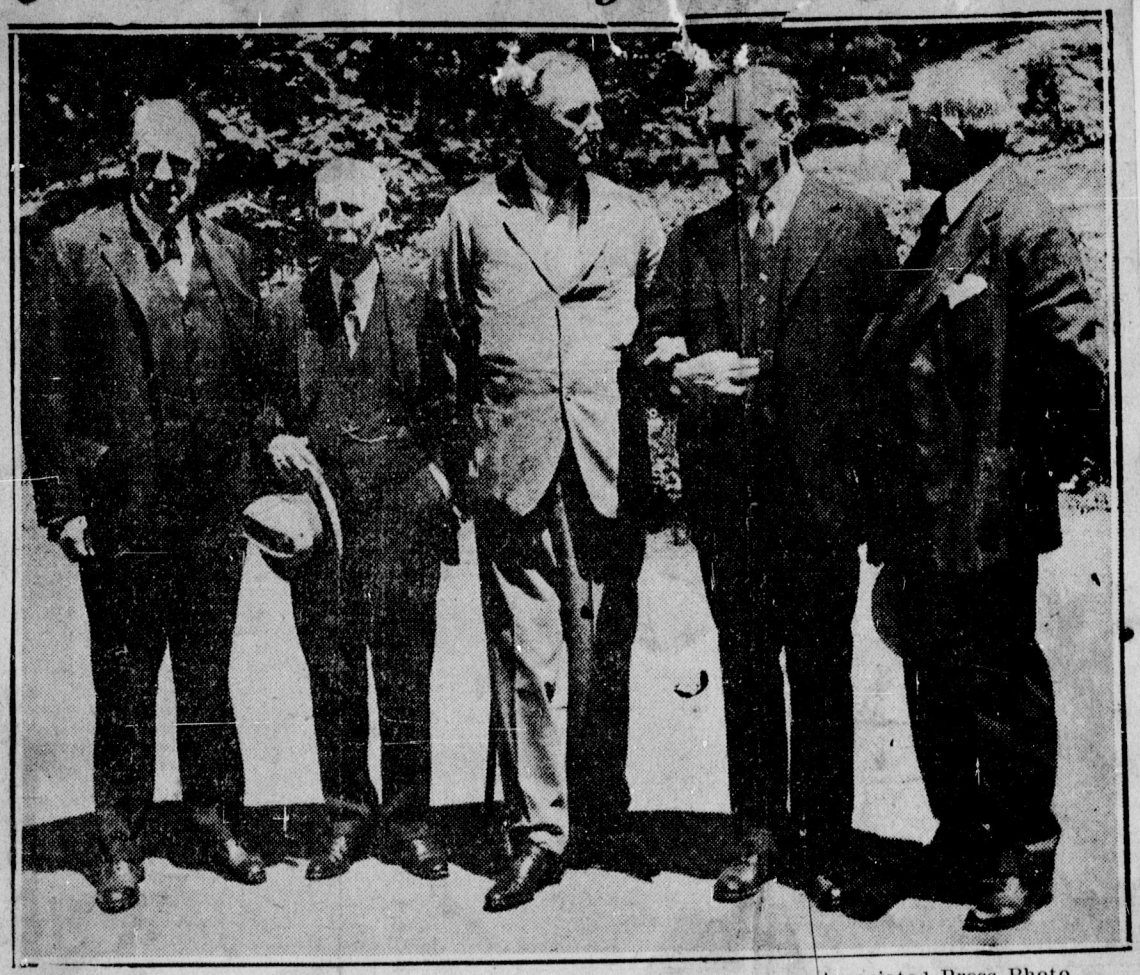
WORCESTER TELEGRAM 6/14/31

A Dinner That May Make History



Associated Press Photo

Col. Edward M. House, intimate adviser of the late President Wilson and maker of several governors of Texas, yesterday entertained Gov. Franklin D. Roosevelt of New York at Manchester-By-the-Sea, a few days after pronouncing Roosevelt the most available of the Democratic possible presidential candidates in 1932. Left to right, U. S. Sen. David I. Walsh, Colonel House, Governor Roosevelt, Mayor James M. Curley of Boston and Sen. Marcus A. Coolidge of Massachusetts, in the garden after dinner. The colonel insisted the dinner had no political significance but newspapers were free to speculate as much as they chose.

House Opens Drive to Nominate Roosevelt

'Silent Colonel' Makes Entrance Into 1932 Campaign—Seven Democrats and Four Republicans Hear Boom Launched—No Formal Announcement of Candidacy—Curley's Friends Want Him as Running Mate to New York Executive

By JAMES H. GUILFOYLE

MANCHESTER-BY-THE-SEA, June 13.—Gov. Franklin D. Roosevelt of New York, in Massachusetts for a "purely social and personal visit", was started on his quest for the Democratic presidential nomination here this afternoon—that is as near as anyone could be started on such a mission without formal announcement of candidacy.

Actually the only tangible significance of the luncheon which Col. Edward H. House gave to 11 prominent men at his summer home was the formal entrance of the "silent colonel" into the 1932 campaign with the definite object of nominating Governor Roosevelt. Previously he had stated this purpose, but the presence of his candidate today gave authenticity to his activities.

Seven Democrats and four Republicans stood as they drank a tost—a Volsteadian toast at that—proposed by their host to the man "who in peace and war and in the executive mansion in New York has rendered distinguished service to the nation."

The vice presidential boom for Mayor James M. Curley of Boston, started since his return from Europe, where he "advised Mussolina what to do concerning the difficulty with the Vatican" was entirely overlooked in the excitement of paying tribute to the New York governor.

Six weeks ago Mayor Curley publicly stated his belief that Owen D. Young, was the logical Democratic candidate for president. The jaunt around Europe coupled with a conversation with Governor Roosevelt, Thursday, on the way from New Yor kto Boston convinced him that the Empire state executive is the man "who can lead the nation" back to equilibrium, normalcy and prohibition sanity."

Incidentally—or perhaps more than that—the mayor's friends are saying that the man who can add strength to a Roosevelt ticket as his running mate for vice president is James Michael Curley.

Mayqor Curley was not inclined to reservations in his declaration for Governor Roosevelt for President. Standing linked arms with the

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(CONTINUED) WORCESTER TELEGRAM 6/14/31

ernor, he told the news reel talkies that he hoped when Roosevelt come to the Bay state two years hence it would be as the accupant of the White House.

But then the other members of the favored 11 who sat at the guest table and afterwards posed for the camera men and said pleasant things for the talkies were more reserved in their conversatfon.

Not one of them—other than Colonel House and Mayor Curley—would declare definitely for Governor Roosevelt for President. Not that they do not admire the man, but they believed it was a little early and the situation too uncertain to make unqualified endorsements.

'Al' Still Favored

Consensus of the Democratic opinion was that Al Smith still has the heart of the Massachusetts democracy, and if he wants to try it again he can get its solid support, and that goes for all the other New England Democrats. If Governor Smith is not a candidate, then they are ready to assure Governor Roosevelt of at least 90 per cent of New England's Democratic support and possibly more.

The ambitions of the anti-prohibition crusader, Governor Ditchie of Maryland, did not figure in today's conversation. It wasn't even recalled that he pjacked Symphony hall, Boston, to overflowing when he came to the Bay state to speak abainst prohibition several months ago, and was hailed by no small number as the next Democratic nominee for President.

United States Senator David I. Walsh declared that "Governor Roosevelt is man of high attainments in public life. A man that I admire very much for his high attributes and it may be time that we had another Roosevelt in the White House."

"Governor Roosevelt is a man of very likable qualities. He is popular and would be bound to make votes wherever he went. He has accomplished much in public service. I have admired him since I first came to know him during the Wilson administration," was the comment of United States Senator Marcus A. Goolidge of Fitchburg.

Robert M. Washburn, though president of the Republican Roosevelt club and a man who has never veered from party loyalty, was not adverse to adding his word. This is that he said:

"It was a very nice luncheon. There were 12 of us there, one for president, another for vice president and 10 for cabinet places."

Colonel House, carrying well his 73 years, and as efefervescent and meticulous for the comfort of his guests as the father of a society debutante at her coming-out party, was enthusiastic over his presidential protege. Quietly assuring some of his guests that Texas was safe for the New Yorker—if we recall rightly it wasn't for Smith—and pointing out that Senator Caraway of Arkansas was for Roosevelt if Joe Robinson wasn't in the fight, he confided to the sound news that Roosevelt had ability, character, had rendered remarkable public service and he hoped he would be the next Prsident of the United States.

One of the most interested guests was Henry Morgantheau, former ambassador to Turkey and prominent with Colonel House in the Wilson administration. His presence indicated that he will also help to nominate the New York governor.

The other guests were interested in the proceedings, but for various reasons had little to say. They included William H. Coolidge, Boston, brother of the late Louis A. Coolidge who several years ago aspired to the Republican nomination for United States senator; Robert B. Choate, managing editor of the Republican Boston Herald; Col. Robert L. Norton, Washington correspondent of the Boston Post; Ellery E. Sedgewick, editor of the Atlantic Monthly, and Randolph Tucker, relative of Colonel House.

Roosevelt Silent

Governor Roosevelt was the least communicative of all.

"What do you think of Colonel House's boom for your nomination for president?" an ambitious reporter asked.

"Even if I thought you were asking me that seriously I wouldn't answer it," the governor replied good naturedly.

Governor Roosevelt had to leave at 3 o'clock, and after the luncheon there was only a brief time for cameramen, sound film operators and reporters and final farewells. Tomorrow Governor Roosevelt will call on the King and Queen of Siam, a formal visit and not merely "personal and social," and without thought that the Siam vote is probably restricted to the twins.

Veteran political observers declared that today's gathering was reminiscent of the days when the "silent colonel" was a power in the Wilson administration. They allowed he was "a clever operator," that he knows how to make news for the men in which he is interested, sometimes by simply keeping quiet.

Manchester-by-the-Sea gave some evidence of it today when it is considered that the non-partisan, non-publicity-heralded, non-political-significance dinner to 11 men brought two political writers from New York, four newsreel and sound film services, a score of Bay State writers, six press photographes, three state policemen and four Boston policemen to the Colonel House home, even though Manchester-by-the-Sea isn't the easiest place in the world to reach even in the summer time.

Naturally at such gatherings discussion is not confined to the immediate event, and there was recollection of the time when Colonel House was regarded as wielding more individual power than any other man in the nation because of his close association with President Wilson. There was question, however, if the colonel politically is as strong today; if the day has not gone by when he can manipulate behind the scenes—for he never would take public office for himself.

Roosevelt's recrd as the most traveled governor in the country, his recent trip to Europe, his tremendus energy and his administration of affairs of the great Empire state, were discussed. Not only that, but it was declared his beatific smile and his otherwise attractive personality would be the magnet that would draw thousands to his banner.

Some of the political writers saw interest in Roosevelt's many recent visits to various sections of the United States, "purely social and personal," but by coincidence—attracting party leaders of those sectins. One of the most recent was at Cincinnati. It is probable, however, that there will be no mre "purely social and personal" jaunts for the remainder of the year. Governor Rosevelt said he intended to stick close to New York inspecting institutions, and had no plans beynd attending the round table conference in West Virginia this year.

Curley in Spotlight

Mayor Curley came in for more or less attention because of the report of his vice presidential ambitions. As near as could be learned these were not the topic of luncheon conversation. Neither did Mr. Curley elaborate on how he advised Mussolini to settle his difference with the Pope. He did tell, however, how Secretary of War Patrick Hurley recalled on one of the mayor's recent visits to Washington, how he, Curley, had impressed him with a speech made some 18 years ago, somewhat of a tribute to the Curley eloquence.

Certainly no Massachusetts leader takes Mayor Curley's boom for either vice president or governor seriously. When he went to Europe six weeks ago there was talk he would oppose Governor Ely for renomination. When he returned this week to the greeting of several thousand persons, some of them employed at City hall, the word was sent out that it wasn't the governor's place he was gunning for, but vice president.

Soon after the November elections your correspondent recalls that a close acquaintance of Mayor Curley took him aside one day to tell him that the Boston mayor would be a candidate for the vice presidential nomination. This rumor saw its first light in the Worcester Telegram. It seemed presposterous then. It seems so now from any standpoint.

Yet it is well to recall taht Mayor Curley has convinced Boston he is giving the city a model administration. He is an outstanding orator, attractive in personality and a good mixer. He is quick to grasp public questions and align himself with the popular viewpoint.

There is no better illustration of this than his quick leap from the Owen Young bandwagon to the Roosevelt caravan. He left for Europe strong for Young, he came back a confirmed Roosevelt man, and now hears his friends proclaim a ticket of Roosevelt and Curley, and becomes a leader in the activity for Roosevelt's administration. His quick shift to the New York governor brought him the invitation to today's dinner. Report is it came by telegraph when Colonel House saw haw Curley had changed.

LOWELL COURIER-CITIZEN 6/15/31

In Rome, the Eternal City, they take Boston, the Hub of the Universe, so seriously that when the persuasive mayor of the American Athens whispered in the ear of Il Duce—well, the rest has been blazoned forth on first pages of newspapers of metropolitan Boston, whether or no in leading articles of the more provincial village of Rome. It looked a few days ago like a protracted controversy between church and state in Italy. All Boston and part of New England knows that this calamity was averted through Mayor Curley's wise counsel, tendered to Signor Mussolini at a crucial moment.

SPRINGFIELD REPUBLICAN 6/14/31

DIVIDED OPINION APPEARS AMONG GUESTS OF HOUSE AT ROOSEVELT LUNCHEON

CURLEY IS STRONG FOR N. Y. GOVERNOR, WALSH FOR SMITH

Marcus Coolidge Appears in Harmony With Walsh — Others Favor Roosevelt

STATEMENTS MADE BEFORE "TALKIES"

Luncheon Seems to Have Been Purely Social Affair —R. M. Washburn Sees President, Vice-President and Cabinet in Group of 12

Special Dispatch to The Sunday Union and Republican

Boston, June 13—A division of opinion appeared in the ranks of the Democrats of Massachusetts today at the luncheon tendered to Gov Franklin D. Roosevelt of New York by Edward Mandell House, elderly Texas colonel, at his Magnolia summer home.

While Mayor Curley was actively engaged in promoting the Roosevelt candidacy for President, Senator David I. Walsh, with the tacit approval of his colleague, Senator Marcus A. Coolidge, declared that former Gov Al Smith is first in the affections of the Democrats of this commonwealth.

Curley for Roosevelt

Speaking informally and in a light vein before the microphone set up by the sound-picture operators, the mayor expressed the hope that when next Gov Roosevelt visits Massachusetts it will be in the capacity of an active candidate for "a more exalted position than governor of New York, that of President of the United States."

While the Democrats were cordial to Roosevelt and sympathetic to the suggestion that he be their candidate for President, only the mayor was willing to take a position of militancy in promoting his still unannounced candidacy.

Senator Walsh gallantly declared that the time has arrived to "put another Roosevelt in the White House," but he subsequently modified that charming expression with the frankly expressed conviction that it will be futile to make any attempt to deliver the Massachusetts delegation to Roosevelt if former Gov Smith is a candidate for the nomination.

When one newspaperman directly pressed Gov Roosevelt for comment on Col House's efforts "on your behalf," the governor's answer was: "I couldn't very well reply to your question, even if you asked it with a straight face." The reporter was entirely serious.

House and Morgenthau Reserved

House and Morgenthau were more sober and reserved in their comment, but their devotion to Gov Roosevelt was obvious.

During the course of the dining-room conversation, Gov Roosevelt spoke in a pessimistic mood in his reference to the business depression. He predicted that New York would be forced to feed 700,000 needy next winter instead of the 400,000 whose wants were cared for last winter.

Shortly after the amenities of the occasion had been fulfilled Gov Roosevelt departed in his state motor car for Boston where he boarded a train for New York. He is scheduled to be presented to the king and queen of Siam in New York tomorrow. He will be introduced to the royal couple by Ray Stevens, a Boston man serving in the capacity of legal adviser to the Siamese.

The governor was accompanied by Sergt Miller of the New York state constabularly and was escorted to and from Magnolia by a trio of Massachusetts state police on motorcycles.

In a Volsteadian toast proposed by the host the assembled guests drank to the future success of the New York executive as a man who "has distinguished himself in war, in peace and in the executive mansion at Albany."

From all the indices the luncheon actually was a social gathering. There were no formal speeches. Reports from the dining chamber likewise indicated that politics was not discussed, save in the abstract. It was at its conclusion that the sentiment began to gurgle forth.

The group posed for the cameramen prior to taking lunch. At its conclusion the six distinguished Democrats assembled in a semicircle in the courtyard for the benefit of the sound picture operators. During that brief interlude in front of double-barreled registers of voice and feature, extravagant compliments were paid to Gov Roosevelt. And they were entirely cordial.

The colonel's summer retreat, situated on the crest of a bluff overlooking the sea, provided a delightful background for the "stag" gathering. As the guests circulated among the pressmen and the photographers in the yard after lunch the reserve which dominated the conversation inside the house was lifted.

Mayor Curley laughingly grieved that the colonel's toast was drunk with a refreshment less exhilarating than that to which he had been accustomed during his recent European tour.

To Robert M. Washburn the select group of 12 represented a president, a vice-president and the cabinet. His vice-presidential reference was aimed at the mayor.

"Le Us Be Sensible"—Walsh

"Let us be sensible," was Walsh's comment. "What's to be gained by refusing to face the situation as it exists?" He continued: "If Al Smith desires to have the nomination, then of course Massachusetts will be for him and none can prevent such a development. He is first in the affections of the Democrats of Massachusetts. Next to Smith of course, I am for Roosevelt."

Senator Coolidge was perfectly willing to concede that Roosevelt is a man of intense popularity among the Democrats throughout the nation. He would have no hesitancy in supporting the governor, but he, too, reserved definite commitment until he knows what Smith will do.

Insistent denials by Col House that there was any political significance to his luncheon failed to still the gossip of politically touched tongues. The confidant of Woodrow Wilson modestly dismissed all suggestions that the assembly was anything more than a perfunctory "social gathering" of bipartisan guests. Numbered among the prominent Democrats partaking of the House hospitality were several conspicuous Republicans.

In addition to Gov Roosevelt and Senators Walsh and Coolidge the guest list included Henry Morgenthau, embassador to Turkey during the Wilson administration; William H. Coolidge, Robert B. Choate, Robert M. Washburn, Robert L. Norton, Ellery Sedgewick and Randolph Tuckey. They were 12 in all.

LYNN TELEGRAM-NEWS 6/14/31

Beacon Hill---*State and Local Topics*---to Berkshire

Politics Stirring, Not Stirring Politics

Col House is so close an observer that Mayor Curley's announcement, before the train from New York reached Boston, for Gov Roosevelt as the next Democratic presidential nominee, was not lost on him. And thus it came about that his list of luncheon guests, yesterday, at Manchester-by-the-sea, had an important accession in Mayor Curley.

It was considerable of a week in Democratic politics, with John W. Davis opening it by predicting that Gov Ely would sometime be President of the United States and Col House at the week end bringing together the big guns of the Massachusetts Democracy — except the Democratic governor—at a luncheon to meet Gov Roosevelt. No doubt Gov Ely was invited, but was unable to attend. The Williams commencement had prior claims on him. It is generally assumed that his alma mater will confer her highest honors on the governor tomorrow.

"Roosevelt and Curley! This is 'the Democratic presidential ticket 'being heard about town today," according to the Boston Transcript's city hall reporter, writing up his impressions Friday noon. The mayor had not been home 24 hours. His greeting by the home folks, says the Herald, "was unique in the long his-'tory of the city." The most surprising thing of all was that Mr Curley was boomed merely for the vice-presidency. Did no one in city hall think of "Curley and Roose-'velt"?

Have You a Lawn?

When your grass needs cutting, please telephone 3-2131, the City hall employment bureau. Always some man is there who wants work and would be glad to mow your lawn.

Yes, the unemployment situation remains serious. Lawns, of which there are several thousand in Springfield, afford a special seasonal opportunity to help the unemployed along. If you do your bit by putting this work where it will do the most good, the whole summer will be easier and happier all around.

This is merely a suggestion. A man's lawn is his own affair. He may help the unemployed otherwise than by hiring someone to cut his grass. But, if his arrangements make feasible a telephone call to 3-2131, to offer an afternoon's job, those who are running that bureau will be grateful.

The decision to improve the information service for tourists throughout the state, reached at a conference last week at the offices of the Massachusetts industrial commission at Boston, is a substantial indorsement of the policy of the Springfield Chamber of Commerce during the past five years. It is due largely to the fact that the three information booths have been kept open on Sundays and holidays that the service has reached so many persons. It is somewhat surprising to learn that last year information was given to the occupants of 7876 automobiles and at a cost of less than five cents for each contact. That must be a low figure as compared with the batting average of any form of circularization, when it is considered that the great majority of contacts were undoubtedly of real value.

What About Next Year?

Gaspar G. Bacon, president of the Massachusetts Senate, analyzing the part which the Legislature has taken in the relief of unemployment through the inauguration of public works, seems almost apologetic for its having done anything. He emphasizes the fact that the departure from the pay-as-you-go policy is only temporary, that no construction has been authorized that would not have been undertaken normally within the next two years, and that "this program has 'been reduced to the minimum in the 'interests of the taxpayers of the 'commonwealth."

Such relief measures as the session produced can only be regarded as temporary. If hard times continue, the problems of unemployment will again confront the Legislature at its next session. If a greater amount of construction than is normal is done this year, there will be less than normal to do next year and the state itself will then be adding to unemployment by just so much as its construction program is below normal. The decision will again have to be made whether to let the dole system prevail or to do what can be done to provide employment for some of the jobless. It is not necessary to say that there are those who believe that the dole is financially the cheapest and the safest way out. Fortunately they have not yet prevailed, although they have made their influence felt.

The creation of a commission to study unemployment and report recommendations of policy at the next session is to be commended, even though the appropriation of $35,000 seems inadequate to those who have pushed the project. One of the measures on which this commission ought to have ideas is the utilization of public works for the relief of unemployment. The commission should be able to tell the Legislature whether in its opinion this is sound or unsound and whether the conditions in the commonwealth next winter make it desirable to go further next year. There has been no lack of other proposals to be studied but here is concrete action which Massachusetts will be unable to take next year unless the controling powers in the General Court have radically changed opinions.

So politics has entered the undertaking to redeem Fall River financially. The Boston Transcript has been telling at great length how Fall River's forced economy will react against Gov Ely, who, it seems, is in danger of being blamed for the acts of the board of finance, whose members were appointed by him. But it is clear that something besides spontaneous resentment at restricted expenditures is to be found in the situation. A great to-do has been raised by local politicians because the board of finance has engaged the services of Frank W. Osborne of Lynn as an expert adviser at a compensation of $400 a month. It is contended that "economy" is the cry of the hour, and that little encouragement is given to "econ-'omy" when an adviser is chosen at $400 a month. This protest represents an obvious attempt of politicians to capitalize popular discontents. It is properly rebuked by the Boston Herald, which tells the Fall River obstructionists that the time for them to have considered "econ-'omy" was when the city was being financially ruined.

6/12/31
CHRISTIAN SCIENCE MONITOR

Tax Rate Not Over $32 Is Forecast

Boston real estate taxes for 1931 should not go above $32 per thousand, though it has been rumored that it might be $35, according to the civic bureau of the Boston Chamber of Commerce. In a study of the situation, the bureau finds that indications point to the 1931 rate not being more than $32 and possibly somewhat less.

Factors tending to increase the tax rate are reported to be an increase of about $3,000,000 in city and county appropriations; a cut of 20 per cent or more in the city's share of the state income tax; lower departmental income and a decrease from $5,000,000 to $15,000,000 in assessed valuations.

Leading factors tending to keep the possible increase down, says the bureau, are reported to be: No new appropriations for school buildings to go into the 1931 tax levy; new income of $678,000 as the city's share of the new gasoline tax; a reduction in the overlay from 1.7 per cent to 1.0 per cent and a surplus at the beginning of 1931 which is larger by $750,000 than that when 1930 commenced.

It is obvious justice to reduce valuations on down-town real estate to meet the many pleas for tax abatements before the State Board of Tax Appeal, as city officials are said to be prepared to do, according to the Civic Bureau. "But such action is 'valuation by appeal' and it is not a final nor complete solution." The bureau adds that with millions of dollars of property assessed for much more than actual value, a critical situation has developed.

CHRISTIAN SCIENCE MONITOR 6/12/31

Mayor Curley Back With New Ideas

Mayor James M. Curley has returned to Boston from his trip abroad with new ideas for further municipal improvements.

It was Mayor Curley, however, more than his ideas, this time, that interested the several thousand people who jammed the Back Bay Station yesterday to greet him, his daughter, and Edmund L. Dolan, city treasurer, who accompanied the Mayor on his trip.

Even with the din of the crowds in his ears, the Mayor talked enthusiastically of a bigger and better Boston, with direct steamship service between the port of Boston and European cities, the elimination of the slum sections, and the promotion of American trade abroad.

On the way to his Jamaica Plain home, escorted by squads of veteran military organizations and citizens, the Mayor talked of unemployment relief efforts in Europe where he declared the situation is being met with even more success than in America.

After seeing Europe, the Mayor said he believed the work of beautifying the city of Boston and the erection of public edifices would, in years to come, be a source of joy and satisfaction to those who had a hand in promoting such progress.

CHRISTIAN SCIENCE MONITOR 6/15/31

MONEY TO MOVE AS FEAR LEAVES, 'AD' MEN TOLD

Boston Publicity Director Welcomes Delegates to World Association

There is plenty of money in the United States and it will be put in circulation in proportion to the reduction of economic fear, based on ballyhoo-ing of the depression. The display advertising man is in a more important position than at any time in advertising history, because he is the liaison officer between the buying public and the merchandiser. Moreover, he is the logical expositor of Ruskin's most trenchant assertion that "industry without art is ugliness."

Upon these several basic findings the thirty-fourth annual convention and exposition of the International Association of Display Men opened in Boston today at the Hotel Bradford. The convention will continue through four days and delegates are present from all states of the Union.

Thomas A. Mullen, director of publicity for the city of Boston, welcomed the delegates on behalf of Mayor Curley. He thanked the display men for their conspicuous contributions to the increasing of modern ideas and ideals of beauty.

Mr. Mullen said that a year ago Mayor Curley pointed to the single thing which will turn the tide of the much advertised economic depression, and that was the abolition of the element of fear.

"I believe the only thing we need to fear is fear itself," Mr. Mullen said, "There is plenty of money in this country. I have never known a time when stores in general seemed to me so generally committed to the policy of translating the quality of beauty, which all men admire and yearn to capture, into practical terms.

"The display man is an ambassador of good will with a safe conduct to go where he will; into the thoughts of people who hope to make their surroundings pleasanter and more sightly; into the consciousness of people with the message that wise buying, in proper volume, is a definite contribution to the restoration of a happy state of security and progress for the nation.

"I think we are all soundly tired of the talk of depression. You display men are in a splendid position to turn the thoughts of people to more constructive use. I leave with you a thought I came upon not a great while ago. If you can pass it on to your public, which is numerically the population of the country, you will be doing a priceless service. It is, 'I believe today is better than yesterday and that tomorrow will be better than today'."

HALIFAX READY TO PAY TRIBUTE TO ITS FOUNDER

Unveiling of the Statue of Col. Edward Cornwallis Takes Place June 22

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

HALIFAX, N. S., June 15—The Premiers of Nova Scotia, New Brunswick and Prince Edward Island have been invited to attend the ceremony of the unveling of the statue of Col. Edward Cornwallis, founder of Halifax, at the Plaza in front of the Nova Scotian Hotel on the morning of Monday, June 22.

Sir Henry Thornton, president of the Canadian National Railways, is expected to be present and Joseph A. Conry, of Boston, will come as the official representative of the Mayor of Boston. The invitation was extended to the Massachusetts capital in view of the intimate historical association of the New England states with the founding of Halifax.

The unveiling ceremony is to be performed by J. A. Chisholm, Chief Justice of Nova Scotia, who is the administrator of the Province in the absence of the Lieutenant-Governor. A choir of 160 children, selected from all the schools of Halifax, will sing several numbers including "Hail to the Day When the Britons Came Over," the song composed by Joseph Howe, in commemoration of the founding of Halifax.

Following the unveiling and the presentation of the Cornwallis perpetual challenge trophies to representatives of the Royal Nova Scotia Yacht Squadron and the rowing clubs of the city, there will be a luncheon at the Nova Scotian Hotel, at which Sir Henry Thornton will be the host, and at which short addresses will be delivered.

The statue, showing an imposing, handsome figure in picturesque eighteenth century costume, was sculptured by J. Massey Rhind, A. R. S. A. It is 9 feet, 6 inches in height, and weighs just over one ton.

Colonel Cornwallis was sent by the British Government in 1749 to form a British naval base in the great American continent. It was named after the second Earl of Halifax and soon became a rival to the French town of Louisburg in Cape Breton. In 1750 it superseded Annapolis as capital of Nova Scotia.

Halifax harbor is open all the year round and is one of the most important of Canada's ports. The population of the city is about 60,000.

SPRINGFIELD REPUBLICAN 6/12/31

Mayor Curley and Mussolini

If any reader of The Republican remembers what it said 48 hours earlier, it is due him to express sorrow for a too confident statement based on insufficient evidence in the case of Mayor Curley of Boston.

The return home of the mayor quickly revealed a sad lack of accuracy in this paper's remark on Thursday:—

> Mayor Curley has been in Rome also. He was there when the clash between Mussolini and the pope became acute. Evidence of his diplomatic skill may be seen in the fact that he emerged from Italy without having expressed himself or participated in the least in the debate between the Quirinal and the Vatican.

The statement would still be flawless if it had been said that the mayor did not express himself publicly concerning the Vatican-Quirinal controversy while in Rome. It turns out that in camera the mayor said aplenty to Mussolini, giving him some sound and timely advice.

As the mayor remembers his private talk with the duce, he was impelled to counsel him in this friendly but serious vein:—

> The Italian government by estoppage of the mad march of Communism and by saving Christianity has made a characteristic contribution that has won the respect of the entire world; and as Mussolini had recommended settlement of the trouble which had existed between the Vatican and the government for 60 years, thereby winning the admiration and good will of all Catholics, it was impossible to conceive of any good reason why the pending difference should not be considered a mere trifle and one that in no way justified permanent injury to the Italian government.
>
> I emphasized, too, that it is expected that 500,000 will attend the Eucharistic congress in Ireland in 1932 and that 20 per cent of this number can surely be expected to visit Rome, thereby adding upwards of $100,000,000 to the revenue of Italy from tourists. I remarked also that if the trouble between the government and the Vatican should not be settled, it was very probable that Italy would lose this revenue.

The mayor's devoted traveling companion, City Treasurer Dolan of Boston, who was waiting outside, perhaps anxiously, while Mussolini was giving audience to his American counselor, doesn't know with any certainty "whether the mayor's 'daring in stepping into a situation 'which less courageous men would 'have avoided had any real result."

Mr Dolan calls attention to the significant fact "that the next day 'the first step was taken by Mussolini to bring about a settlement."

All that need be said in conclusion is that our original tribute to the mayor's "diplomatic skill" was too feeble by far to correspond with the mayor's actual achievement. For the mayor of Boston to go to Rome and plainly tell Mussolini where to get off, without being thrown downstairs, must be recognized everywhere as a rare diplomatic triumph in itself, no matter whether his counsel was heeded or not.

WORCESTER GAZETTE 6/13/31

COL. HOUSE IN ROLE OF ROOSEVELT HOST

Affair Cloaked in Mystery—Politicians See Opening of Presidential Boom

MANCHESTER-BY-THE-SEA, June 13 (AP)—Political eyes were focused today on the luncheon tendered by Colonel Edward M. House to Governor Franklin D. Roosevelt of New York where it was expected the cornerstone would be laid, and the political machinery set in motion for the campaign to launch Roosevelt as the Democratic Presidential nominee for 1932 elections.

Political observers saw in the luncheon, the emergence of Colonel House, friend and political adviser of the late President Woodrow Wilson, from eight years of retirement and the bringing into play of the silent strategy he used in the Wilson administration, to promote a Roosevelt-for-President movement. Colonel House, however, refused to reveal any of his plans and the luncheon was cloaked in mystery.

Governor Roosevelt came here today after spending the night in Boston. He motored from there to Groton yesterday, to deliver an address at the 46th graduation exercises at Groton school where two of his sons Franklin, Jr., and John, are students in the lower classes. In his address, Governor Roosevelt scored some of the "better educated families" declaring they are "too prone to take a purely personal attitude toward government."

One of the invited guests at the luncheon was Mayor James M. Curley of Boston, who, some weeks ago, thought that Owen D. Young, of New York, might be the strongest Democratic presidential nominee. Upon his return from Europe, Boston's Democratic leader had a talk with Governor Roosevelt on the train enroute from New York. Today he has taken the position that Governor Roosevelt appears to be the leading contender for the nomination. Republican political sharps here had advanced the idea that a "Roosevelt and Curley" ticket was in the making, but there was no confirmation of this.

Other invited guests were: United States Senator David I. Walsh; United States Senator Marcus A. Coolidge; Henry Morgenthau, ambassador to Turkey under President Wilson; Robert M. Washburn, Robert B. Choate, Robert L. Norton, William H. Coolidge, Ellery Sedgwick and Randolph Tucker.

WOBURN TIMES 6/15/31

CURLEY CONGRATULATES SCHUMANN—HEINK AT 70

Mayor Curley yesterday sent a telegram of congratulation to Mme. Ernestine Schumann-Heink, on her 70th birthday, which read: "I rejoice in this honored day marking your 70th milestone. No woman has given to the world a greater measure of happiness and enjoyment. May the birthday anniversary bring to you every joy and happiness."

SALEM NEWS 6/13/31

Curley Presents City Councillors With Shillalahs

Boston, June 16—Following the most rebellious session in the regime of the present Boston City council yesterday, Mayor Curley presented each of the 22 members with shillalahs resembling the Irish war clubs which he brought back from Killarney.

Although the mayor sent the sticks to the chamber previous to the opening of the session, Clerk of Committees John E. Baldwin hesitated to distribute them until the storm ended and the extra late adjournment.

In the hectic meting the Mayor wes severely criticised by the minority opposition headed by Councillors John F. Dowd of Roxbury and Francis E. Kelly of Dorchester. Several times the latter was ruled out of order by President Joseph McGrath, who was forced to wield his gaval mightily to keep the debate under control

Councillor Kelly first ran afoul of the rules when he presented a resolution demanding that the mayor and City Treasurer Edmund L. Dolan turn over to the public welfare overseers for poor relief that part of their salaries which accumulated while they were on a recent trip to Europe for five weeks.

President McGrath ruled the resolution out of order with the explanation that it was not within the province of the city council to tell individuals what they were to do with their own money.

PROVIDENCE JOURNAL 6/12/31

Curley Home From Abroad, Pessimistic About Trade

URGES AMERICA DEVELOP OWN MARKETS

Boston Mayor Says Much Can Be Done to Combat Depression

New York, June 11—(AP)—Mayor James M. Curley of Boston returned on the Leviathan today with his daughter, Mary, her friend, Lauretta Bremner, of Chicago, and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy.

Mayor Curley was invited to go to Paris with the American mayors by the French Line, but said he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

America cannot look for any encouragement in the way of trade from Europe for at least 25 years, he declared. "Everywhere I went in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of self preservation, but in doing so, it makes it impossible to buy a French product in Italy, or vice versa, if there is a similar product to be found in France or Italy, respectively.

Home Products Pushed

"Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on for a quarter of a century, until the debts hanging over them since the World War have been eliminated."

As an antidote he urged America to develop a market for its surplus productions at home.

"We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

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Europe Forging Ahead

Mayor Curley said Europe had made more strides in the past 10 years than she has made for 10 centuries prior to the World War, through improvement in habitation and living conditions, and that if America would courageously tackle the tenement and habitation question, such vast labor activities and huge expenditures would be required that much of the "so-called depression" would disappear. He said he is committed to better living conditions, the maintenance of decent wages, and said that if the United States will steer to such a course Sovietism in any form is impossible.

JAMES M. CURLEY

Mayor of Boston, on Return from Abroad, Says Europe Will Not Increase Purchases Here for 25 Years.

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LEWISTON SUN 6/12/31

CURLEY LOOKS FOR NO TRADE IN EUROPE

Boston Mayor Says Each Country Developing Own Products

Urges U. S. Courageously to Tackle Tenement and Arbitration Questions

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SPRINGFIELD NEWS 6/13/31

CURLEY BUSY AFTER RETURN FROM EUROPE

Boston, June 13—Conferences with heads of departments and signing of orders and contracts gave Mayor Curley a busy afternoon yesterday on his return from his vacation. He accepted on behalf of the City of Boston the legislation for the expenditure of $1,350,000 on the airport and two orders of $500,000 apiece for street construction.

The mayor instructed Public Works Commissioner Rourke to have plans drawn immediately for the bridge to be built at Arlington street and Tremont street in connection with the Arlington street widening. The actual widening will mean a six months' closing of the thoroughfare.

THE TIMES MAY 4, 1931

Curley Gestures

The Mayor of Boston is elected by the city's plain people, the fun-loving Irish-Catholics of whom James Michael Curley is one. And Mayor Curley knows how to make gestures to his constituents. Last fortnight he refused to issue a permit for a longstanding intercoastal football game between Stanford and Dartmouth Nov. 28 in Harvard Stadium. His reason: a game between the plain people's Boston College and Holy Cross (Roman Catholic) was scheduled for the same day at Fenway Park; the Stanford-Dartmouth game

International

MAYOR OF BOSTON

. . . wrote his name on the 22nd Century.

would cut the gate receipts of a home industry.

Mayor Curley's gesture last week was to insure his life for $102,285 and make these provisions: upon the death of the last of his four children who will share its income, the fund shall be invested at 5%, shall be allowed to grow for two centuries, becoming $45,548,527 in 2131. Thereafter its income of $1,821,943 per year shall be used to care for Boston's unemployed.*

NEWBEDFORD STANDARD 5/8/31

U. S. W. V. PLANS FOR GATHERING

32d Annual Encampment to Open in Boston This Week

Mayor Curley to Get Gift from Members of Organization

Captain Charles V. Gridley camp No. 46, United Spanish War Veterans, held its regular meeting Saturday night at headquarters, 19 Willis street, Commander William A. Johns presiding. Several business matters were taken up and acted on. Proclamation by Governor Ely for Flag day, June 14, was read by Adjutant John J. Gannon. Invitation received from the Everett camp, No. 56, U. S. W. V. to take part in the parade and exercises in Everett July 4, was accepted. The charter was ordered draped for a period of 30 days in memory of Past Commander-in-Chief William Jones, who died June 2. Junior Vice Commander Frederick Chandler reported on the meting of the Vicinity council No. 4, Southeatsern Massachusetts U. S. W. V., which was held at Fall River Sunday, May 31.

Encampment Opens June 12.

Following the meeting, strawberries, cake and coffee was served members. Chaplain Mitri Gabbour of John J. Doran camp, No. 47, was present as a guest and announced he was seeking the office of department chaplain. The 32d annual encampment of the department of Massachusetts United Spanish War Veterans will be held in Boston June 12, 13, 14. James M. Curley, mayor of Boston, whose generous treatment at all times to comrades of the U. S. W. V., is well known, has contributed $5,000 to the encampment fund. The encampment will open Friday, June 12, at 8 P. M., in Faneuil hall, with an address of welcome by Mayor Curley, followed by other speakers of prominence. Professional talent will entertain.

From 10 to 12 P. M., a buffet lunch will be served by a caterer in the upper hall. At midnight the Snaix will hold their crawl and parade, after which refreshments will be served. Saturday, June 13, encampment sessions from 9:30 A. M. to adjournment are scheduled. At 6 P. M., boat will leave Rowes wharf for Hull where a shore dinner will be served at Pemberton inn. After dinner there will be dancing until 11:15 P. M. A boat ride to Boston is planned Sunday, June 14, and election of officers and closing exercises of the encampment.

Mayor to Get Gift.

In appreciation of the great friendship shown at all times for the organization by Mayor Curley, it is the intention of the encampment committee to give him a suitable gift from the comrades and auxiliary members of the department of Massachusetts on the opening night of the encampment. The delegates elected by the Gridley camp are Comrades Thomas Girrioer and Charles Corcoran; the other delegates by virtue of office are Commander William A. Johns, Senior Vice Commander Charles Christopher, Junior Vice Commander Frederick Chandler, Past Commanders Charles F. Ebbeson, John J. Gannon, James Byrne, George Walker, Walter Rawcliffe, Herbert Lawrence, Arthur Mellor, Henry Seymour, Joseph V. Dias, William G. Wood, Charles Fuller, Ambrose Merchant, John F. Fanning, Joseph Booker.

FITCHBURG SENTINEL 5/10/31

—Mrs. Mary A. O'Connor of this city, department patriotic instructor of the U. S. W. V. auxiliary of Massachusetts, will present a large silk American flag to Mayor Curley, for use by the City of Boston, at the department convention in Boston Friday evening. For several years past the auxiliary has presented a flag to the city in which the convention has been held. During the past year Mrs. O'Connor presented 17 flags to the three newly instituted auxiliaries at Orange, Natick and Plymouth. The money to defray the expenses for the flags has been raised through the efforts of Mrs. O'Connor.

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WORCESTER GAZETTE 6/12/31

PLANS FOR LUNCHEON

MANCHESTER-BY-THE-SEA, June 12 (INS)—Col. Edward M. House, friend and advisor of the late President Woodrow Wilson, today completed plans for his "mystery luncheon" tomorrow to Gov. Franklin D. Roosevelt of New York. Although the purpose of the luncheon was not announced it became known that the guest list included United States Senator David I. Walsh, United States Senator Marcus A. Coolidge, Mayor James M. Curley, Henry Morgenthau, of New York, former American Ambassador to Turkey, Robert M. Washburn, F. B. Choate, William H. Coolidge, Robert L. Norton, Elley Sedgewick and Randolph Tucker.

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WORCESTER GAZETTE 6/12/31

PLANS FOR LUNCHEON

MANCHESTER-BY-THE-SEA, June 12 (INS)—Col. Edward M. House, friend and advisor of the late President Woodrow Wilson, today completed plans for his "mystery luncheon" tomorrow to Gov. Franklin D. Roosevelt of New York. Although the purpose of the luncheon was not announced it became known that the guest list included United States Senator David I. Walsh, United States Senator Marcus A. Coolidge, Mayor James M. Curley, Henry Morgenthau, of New York, former American Ambassador to Turkey, Robert M. Washburn, R. B. Choate, William H. Coolidge, Robert L. Norton, Elley Sedgewick and Randolph Tucker.

LOWELL-COURIER-CITIZEN 6/12/31

CURLEY SEES LITTLE PROSPECT FOR U. S. TRADE FROM EUROPE

Boston Mayor, Back from Abroad, Urges America to Develop Home Makets

Found Countries Meeting Unemployment Problem Successfully

Believes German Line Will Attempt Four-Day Service from Boston

BOSTON, June 11 (AP)—Mayor James M. Curley of Boston returned home tonight from a tour of Europe feeling hale and hearty and bearing some favorable impressions of foreign lands.

"In Europe," the mayor said, "we found that they are solving the unemployment problem which is bothering us in the United States. In Italy we found that about 1 per cent of the population is unemployed and that means nothing because in every country about that percentage will not work anyway.

England Making Progress.

"In France very few are out of work and Ireland is doing wonderfully. In England there is more unemployment but England is making progress and gradually working out her problems.

"The governments of all these countries realize that to permit unemployment is to encourage communism and they are expending money for public works, housing problems and on agricultural development, and thus they are combating communstic propaganda."

Railroad Stations Attractive.

The mayor was particularly impressed with the beauty of some foreign railroad stations and approaches which he said were grown with shrubs and flowers. He said that in his opinion, such an innovation in America would be a wise move.

NEW YORK, June 11 (AP)—Mayor James M. Curley of Boston returned on the Leviathan today with his daughter, Mary, her friend, Lauretta Bremner, of Chicago, and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy.

Mayor Curley was invited to go to Paris with the American mayors by the French line, but said he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

Foreign Trade Hopeless.

Americans cannot look for any encouragement in the way of trade from Europe for at least 25 years, he declared. "Everywhere I went in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of self-preservation, but in doing so, it makes it impossible to buy a French product in Italy, or vice versa, if there is a similar product to be found in France or Italy, respectively. Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on for a quarter of a century, until the debts hanging over them since the World war have been eliminated."

America's Markets Are at Home.

As an antidote he urged America to develop a market for its surplus production at home.

"We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

Mr. Curley suggested, as he said he had suggested some time ago to President Hoover, that America must next turn to the development of the Mississippi valley; that its resources and possibilities, as gauged by what the Hollanders have done with the Zuder Zee, are without limit.

Would Develop Mississippi.

"If Holland," he said, "with a population of 8,000,000 can appropriate $200,000,000 for reclamation of land, we might easily set aside three billions to make the Mississippi the great all-year-around waterway of America, its banks and its tributaries, a field for huge electric developments."

One of the three objects of Mayor Curley's visit abroad was to sound European shipping interests on the question of Boston as a more frequented Atlantic port. He said that prior to sailing for Europe he had been assured that they were keenly interested in his project to make Boston a port four days distant from Europe.

Boston Port for German Line.

He said despite rumors to the contrary he believed the North German Lloyd would make such a test with either the Europa or the Bremen and once the proposition were made feasible, other ships and ship lines would be interested. He added that Boston is the only port on the north Atlantic where a passenger may step from the ship to a train and cargo be loaded from the ship into freight cars. He discussed at length projects now afloat for the modernization of the port of Boston.

SPRINGFIELD NEWS 6/12/31

CURLEY URGED VATICAN PEACE ON MUSSOLINI

Next Day Italian Premier Extended Olive Branch, It Is Revealed

Boston, June 12—A bold appeal by Mayor Curley to Premier Mussolini, made with the tacit acquiescence of Pope Pius, to apply American methods of conciliation to effect an amicable adjustment of the controversy involving the Italian government and the Vatican was the most notable act of the mayor during his six weeks' vacation in Europe.

The mayor returned to Boston last night with Miss Mary Curley, City Treasurer Edmund L. Dolan, Miss Loretta Bremner of Chicapo and her sister, Miss Nancy Bremner. The last joined the party in New York. His homecoming was signalized by an enthusiastic welcome extended at the Back Bay station by a vociferous gathering of more than 5000, including a band and many city officials.

The mayor's refusal to claim credit for inspiring Mussolini to initiate the original diplomatic overture, which it is hoped will eventuate in a satisfactory settlement of the controversy, did not minimize the significance of the declaration of his companion, City Treasurer Edmund L. Dolan, that the first indication of the desire of Mussolini to heal the breach, which was rapidly widening, occurred the day following the daring appeal of the mayor.

His argument, expressed during a conference of 40 minutes with Mussolini, was based upon the reasoning that Italy should not jeopardize if not destroy the invaluable advantages which had followed the establishment of cordial relations with the Vatican, and which had attracted the good will of the entire world.

"Don't allow a small sore to spread to a dangerous affliction," was the keynote of the mayor's appeal to the premier, expressed in what was described as the "customary Curley breezy manner." There was absolutely no indication of resentment shown by Mussolini because of interference of a nonparticipant in an issue confined exclusively to Italy and the Vatican

SALEM NEWS 6/12/31

cont'd

none of a formal nature, of the 1932 presidential election for which he has been frequently mentioned as the Democratic candidate.

"As a matter of fact, I understand several very prominent Republicans have been invited," Gov. Roosevelt said. "That seems certainly enough that no party secrets will be disclosed at least."

En route to Boston the governor and Mayor Curley talked for more than a quarter of an hour. Political topics were not excluded from consideration and the mayor made mention of his own opinion that the governor is the outstanding candidate for the Democratic presidential nomination.

The mayor made known that aboard the Leviathan he met several Democrats from the south who were enthusiastic in their expressions of support of Roosevelt.

Just after the interview ended, the Mayor received a telegraphic invitation to attend the luncheon tomorrow and he immediately accepted. The mayor was interested to know the recipients of invitations but Gov. Roosevelt remarked that he had not been told, but he had been informed that it was a non-partisan gathering.

Gov. Ely will be in Williamstown and will not attend.

Although the reception which greeted Roosevelt's unannounced arrival at the South station at 8.45 was far more quiet than Mayor Curley's at Back Bay a few minutes earlier, about 200 persons applauded as the governor walked through the concourse.

He was met by his son, James, a student at the Boston University law school, and Mrs. James Roosevelt. The governor stayed at the Hotel Statler last night.

This morning he will leave about 9.30 for the Groton school, where two of his sons, Franklin, Jr., and John, are students. He will speak at the graduation exercises. The governor and Mrs. Roosevelt will return to the Statler for a family dinner tonight.

Following the luncheon at Manchester tomorrow, Gov. Roosevelt will return to New York at 5 P.M. Sunday he will formally greet the King of Siam, who is resting in New York state from his eye operation.

Gov. Roosevelt said last night that he plans to spend the entire summer in New York state, with an address at the University of Virginia round table of politics in July, his only formal visit outside the state. He will tour the state, inspecting its institutions during the summer months, he said.

PROVIDENCE BULLETIN 6/12/31

Europe Has Almost as Much Liquor as U. S., Curley Says

Criticism of Mayors in France Justified, Hub Executive Asserts

New York, June 12.—(UP)—Mayor James M. Curley of Boston, back in the United States after a tour of Europe, believes the criticism of American Mayors now touring France is justified.

Mayor Curley was not a member of the party, but said he "caught up" with them in Paris.

"I had lunch with them once," he declared. "That was enough."

"I certainly believe the criticism on this side has been justified. As for Mayor Porter of Los Angeles, I need only mention that Los Angeles produces and sells more liquor than any other city in the country."

His motto was, he said, to do as the Romans do when in Rome. He described his visit to the "parlor" in the executive mansion of the Lord Mayor of Plymouth, where he had "a couple of jolts." Unlike Mayor Porter, he said, Curley took many drinks on his tour of England, Ireland, France and Italy. He found that although the United States can never excel in wines, there is better rye and Bourbon here. He found almost as much liquor in Europe, Mayor Curley said, as there is in this country.

MAYOR CURLEY

Among his other observations were that Mussolini is the best informed man in Europe on world economics, that Pope Pius XI is an extremely pleasant man, that he enjoyed his visit with King Victor Emanuel, and that Boston is the best American port for a four-day passenger service to Europe.

BEVERLY TIMES 6/12/31

MAYOR CURLEY OF BOSTON IS GIVEN GREAT WELCOME HOME

Showing a splendid recovery in health which was shattered by the deaths of his wife and son, Mayor James M. Curley of Boston and those who accompanied him abroad, his daughter, Miss Mary Curley, Miss Loretta Bremmer, who was to have wed his son, James M. Curley, Jr., who died recently, and City Treasurer Edmund L. Dolan, returned last night to Boston on the Yankee Clipper of the New Haven Railroad.

They arrived in the Back Bay Station at 8:40 o'clock where they were given a reception by bands, squads of veteran military organizations and citizens, and were driven to the Curley home in Jamaica Plain.

The Curley part reached New York yesterday afternoon about 2 o'clock on the steamer Leviathan.

The Mayor is back with many new ideas for the further development of Boston, and he admits that his trip through Italy, England, Ireland and France have given him a broader and better viewpoint.

In Italy he talked with the Pope, the King and Premier Mussolini; in France he saw leaders of that Nation and in England he studied the cities and discussed world's affairs with many members of the British Government.

SPRINGFIELD REP. 6/12/31

U S. MAY EXPECT NO AID IN EUROPE, CURLEY DECLARES

Boston Mayor, Arriving at New York, Says Those Countries Are Using Home-Produced Goods

New York, June 11—(AP)—Mayor James M. Curley of Boston returned on the Leviathan today with his daughter, Mary, her friend, Lauretta Bremner of Chicago and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy.

Mayor Curley was invited to go to Paris with the American mayors by the French line, but said he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

No Encouragement from Europe

America cannot look for any encouragement in the way of trade from Europe for at least 25 years, he declared. "Everywhere I went, in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of self-preservation, but in doing so, it makes it impossible to buy a French product in Italy, or vice versa, if there is a similar product to be found in France or Italy, respectively. Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on for a quarter of a century, until the debts hanging over them since the World war have been eliminated."

As an antidote he urged America to develop a market for its surplus productions at home. "We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

Mr Curley suggested, as he said he had suggested some time ago to President Hoover, that America must next turn to the development of the Mississippi valley; that its resources and possibilities, as gauged by what the Hollanders have done with the Zuyder Zee, are without limit.

"If Holland," he said, "with a population of 8,000,000 can appropriate $200,000,000 for reclamation of land we might easily set aside three billions to make the Mississippi the great all-year-around waterway of America, its banks and its tributaries a field for huge electrical developments."

Jobs for Americans

Mayor Curley said Europe had made more strides in the past 10 years than she has made for 10 centuries prior to the World war, through improvement in habitation and living conditions, and that if America would courageously tackle the tenement and habitation question, such vast labor activities and huge expenditures would be required that much of the "so-called depression" would disappear.

One of the chief objects of Mayor Curley's visit abroad was to sound European shipping interests on the question of Boston as a more frequented North Atlantic port. He said that prior to sailing for Europe he had had lunch with representatives of the North German Lloyd and had been assured that they were keenly interested in his project to make Boston a port four days' distant from Europe.

He said despite rumors to the contrary he believed the North German Lloyd would make such a test with either the Europa or the Bremen and once the proposition were made feasible, other ships and other ship lines would be interested. He added that Boston is the only port on the north Atlantic where a passenger may step from the ship to a train and cargo be loaded from the ship into freight cars. He discussed at length projects now afloat for the modernization of the port of Boston.

SALEM NEWS 6/12/31

CURLEY GIVEN A GREAT WELCOME ON RETURN HOME

Some 5000 Greet Him at the Back Bay Station Last Night; Gives Radio Talk on His Trip Over Across

Boston, June 12—With red fire, floodlights and bands, Mayor Curley was welcomed back to Boston last night by a crowd of 5000 persons, who filled every available part of the Back Bay station and overflowed into the streets.

After a few words to the shouting crowd, the mayor left immediately for his home on Jamaicaway, Jamaica Plain, where he delivered a radio address over station WNAC in which he expressed his delight at the sincere and heartfelt welcome and related the highlights of his trip to Irland, England and the continent.

From the moment the Yankee Clipper, on which the mayor's party rode from New York, arrived at the station there was cheering. Miss Mary Curley, his daughter, was greeted with shouts of "Hello, Mary!" from the asemblage, while City Treas. Edmund L. Dolan and Miss Loretta Bremmer of Chicago, who accompanied the Curleys, were caught in the warm greeting.

Once in the glare of the floodlights, the red fire burning on all sides, the mayor gave vent to his emotion. Back to a wall, he shouted to the throng that it was "the best welcome he had ever seen." The people thought so, too, for they joined in a tremendous burst of cheering. Then the parade, which included two Legion bands and representatives of the veterans' organizations, marched to Huntington avenue and Stuart street.

Speeded Homeward

Freed from the hearty press of the crowds, Mayor Curley was speeded toward his home. Led by motorcycle officers, the cavalcade whirled through the city while traffic was halted at all intersections. Clusters of people on sidewalks suddenly remembered that "Jim" Curley had come home and shouted, "Hello, Jim!" while motorists, held up temporarily, sounded their horns lustily.

The mayor's desire for a few minutes rest at his home was discarded when he found 1000 persons, mainly neighbors, packed about his Jamaicaway home. A special police detail had been sent there, and it was needed to keep the crowd in line. Admission was barred to all but personal friends.

Stenographers were hastily pressed into service as Mayor Curley rapidly dictated his 15-minute address. Despite the haste, the typists were not fast enough, and in the last five minutes the mayor spoke extemporaneously over the radio as he frantically waved his hand for the copy which failed to come. He laughed heartily over the incident after the broadcast.

In his address, the mayor told of visiting Dublin, and of the meeting with Gen. O'Reilly, representative of Pres. Cosgrave. He declared his belief that Ireland had found herself and was even now making a name industrially. He told of visiting the home of his parents

In Ireland and His Joy Therefrom

Visits to Trinity college, in Dublin, and to the Irish Dail, were recounted. He praised the American minister, Mr. Sterling for his courtesies. On his return visit to Boston, England, Mayor Reuben Salter, who was guest of honor during the tercentenary here last year, made him the center of a tremendous reception.

London and Paris, where he joined the American mayors touring France, were next dealt with. He said he left the mayors abruptly because he wanted to return on the Leviathan. Thence to Rome, where he met the pope, Mussolini nad King Victor Emmanuel.

King Victor Emmanuel he found "a kiudly and generous soul devoted to the best interests of Italy." He extended the best wishes of Bostonians of Italian descent, and pointed out to the king the advantages of attracting those who will attend the eucharistic congress in Dublin in 1932 to Rome. It will mean $125,000,000 to Italy, he told him.

After the reception—and the joke by the mayor—he held a reception. Of the many persons who had managed to get into the house, all remained to say a word or two to him.

LOWELL-COURIER-CITIZEN 6/13/31

MAYOR CURLEY HITS PACIFISTS

When World Is an Armed Camp, It Is No Time to Cut Nation's Defenses, He Says.

BOSTON, June 12, (AP)—Mayor James M. Curley tonight denounced pacifism, naval and military reductions and unpreparedness in an address before the Massachusetts Department, United Spanish War Veterans.

Mayor Curley, who returned last night from a tour of Europe, declared that "when the world is an armed camp and when the danger of a Russian invasion is present, it is not a good time to practice foolish economy."

He criticized those who would reduce the number of cadets at West Point and Annapolis and asserted:

"While we are talking peace, every fifth man in Europe has a uniform and every 10th man has a gun. Here in the United States only one-tenth as many men are wearing uniforms as there are bootleggers."

Congressman John W. McCormack of South Boston said he agreed with Mayor Curley's remarks on pacifism and the dangers of unpreparedness

E.B. FREE PRESS 6/13/31

WATERBURY CONN. REPUBLICAN 6/13/31

GOV. ELY SIGNS BILL

Mayor Curley's Measure For Shore Reservation Given Executive Approval And Is Now Law—End Of Long Agitation Please East Boston People—Work Will Be Started At Once By Park Department

Gov. Ely signed the bill for the shore reservation from Wood Island through the Fourth Section and Orient Heights to the Winthrop line on Wednesday. In doing so he pleased Mayor Curley on whose petition the measure was presented, and who has favored the improvement since his earlier administrations, and he brought a great deal of happiness to the people of East Boston, who have hoped for the reservation for many, many years.

Mayor Curley and the City Council will accept the act promptly, and the work will be rushed. The entire expense will be borne by the City of Boston. It was originally planned that the State and City should share the expense, but as appropriations were made by the Legislature in large sums the funds for the State's share were not available for the East Boston improvement, as the session drew to a close. Fearing that this situation might arise Mayor Curley before he went to Europe announced to Legislative leaders that the City would assume the entire expense, rather than jeopardize the act. So the shore reservation will be built by the Park Department of the City of Bosotn.

Representatives Hearn, Barker and Sullivan of East Boston did splendid work for the measure. So did Representative Higgins of the West End who presented the petition and bill for Mayor Curley at the beginning of the session, and who labored unceasingly for its passage.

They were present when Gov. Ely signed the act, as were James Collins, an ardent advocate of the iprovementm for many years, and Arthur Sullivan,

HON. JAMES M. CURLEY

register of Probate. Gov. Ely gave each one a pen with which he signed the act.

Now, for the work!

Mayor Curley Is Disqualified

"IF, for instance," observed His Honor, James M. Curley, mayor of Boston, taking exception to the behavior of some of his fellow-magistrates in France, "Mayor Porter of Los Angeles did not want to be drawn into a toast he should have realized that it was the custom of the country, and therefore he should not have attended the luncheon, or he should have left before the toast was proposed."

What, shun the opportunity to make a scene and sacrifice a chance to get some perfectly bully press notices back in the old home town? Nonsense! Mayor Curley has dabbled a bit in politics himself. Just because he comes from a city which—in sentiment, at least—is commonly reputed to be "dripping wet," he has no business to abuse a fellow-mayor for having made a well-conceived grandstand play to impress the neighbors in a town which is, sentimentally, dry. It is even a matter for conjecture if His Honor of Boston was not doing precisely the same thing when he drank toasts in every town he visited in France—and told the newspapers about it when he got back to the United States. The news will do Mr. Curley no harm in Boston; on the contrary, it will undoubtedly make him more popular than ever. A similar account of Mayor Porter's proceedings, on the other hand, might have done him no end of harm in Los Angeles.

There is, as disrespectful commentators upon his escapade in Le Havre have noted, no law of the United States, and no article of the Constitution, which forbids an American citizen to drink liquor, even in his own country. American citizens are forbidden only to manufacture, transport and sell it. Even so, a report that any American has been seen drinking liquor, however legally, in the United States is commonly taken to imply that he has no respect for the law himself and cares not that his conduct may encourage similar disrespect in others. By a far-reaching popular sentiment, the same standard of judgment is applicable when an American citizen is seen drinking in a foreign land. Mayor Porter knows the political "psychology" of his electors; make no mistake about that.

In one particular, though, Mayor Curley is indisputably correct. "I should think," he said, "our mayors were old enough to appreciate that when they are abroad they should do as the Romans do." In a sense, Mayor Porter is in France as a diplomatic representative of his country. The primary function of a diplomat is assumed to be to win his country new friends. From that standpoint, the gentleman from California is a failure, no matter how much he may have improved his chances of re-election in Los Angeles.

HOLYOKE TRANSCRIPT 6/13/31

BAN ON LOUD SPEAKERS.

BOSTON, June 13—Loud speakers must not "speak" so loudly in Boston between midnight and 7 a. m., hereafter.

With Mayor James M. Curley's approval, a new ordinance, designed to eliminate some of the city's unnecessary noises, became effective today, providing a maximum fine of $20 for radio fans whose loud speakers can be heard beyond a distance of 100 feet during the

N.B. STANDARD 6/13/31

WEEK-END SOCCER

TODAY

Bay State League

Revere Corinthians at Riversides, Lynn.

Victoria Cup

General Electric at South Lawrence.

Carsons at Swedish F. C., Brighton.

State Cup Final

Fore River at Scandinavians, Worcester.

Mayor James M. Curley Cup

Clan Stewart vs. Beacon A. C., at Sullivan Square.

Clan McGregor vs. Bird & Sons, Walpole.

Exhibition

Hakoah vs. Glasgow Celtic, at New York.

ATTLEBORO SUN 6/13/31

In N. E. News

Boston—Mayor James M. Curley denounces pacifism and military and naval reductions in speech before Massachusetts Spanish war veterans.

Boston—John J. Driscoll, 40, arrested in connection with an automobile fatality by police who say it is the fourth fatal accident in which he has been involved.

Boston—New England crop reporting service reports average daily milk production in New England on June 1 was 7.5 per cent above what it was a month ago and 2.7 per cent below that of a year ago.

ATTLEBORO SUN 6/13/31

COL. HOUSE HOST TO DEMOCRATS

Manchester, Mass., June 13—(AP)—Col. Edward M. House, friend and adviser to President Wilson, was luncheon host today to the man whom he considers the most available Democratic presidential timber, Gov. Franklin D. Roosevelt of New York.

Other leading Democratic politicians were among those invited to the luncheon, including United States Senators Walsh and Coolidge of Massachusetts, and Mayor James M. Curley of Boston. Henry Morgenthau of New York, former ambassador to Turkey, also was invited.

Gov. Roosevelt came to Massachusetts to attend the commencement yesterday at Groton school, from which he was graduated and where his two sons are now students. His visit was termed purely social and Col. House likewise termed the gathering at his summer home here today as entirely social and without political significance.

HOLYOKE TRANSCRIPT 6/13/31

Mayor Curley Advances

Hurrah fo Boston. There is a real vice-presidential candidacy riding in her city hall. Who would think that out of his wonderfully plotted tour of Europe as the one mayor among many mayors James Curley should come home to be saluted as Franklin D. Roosevelt's running mate for the next presidential campaign? Certainly Mayor Curley would be a great campaign aid for Gov. Roosevelt.

He has a silver tongue by inheritance very wonderfully Harvardized.

No one speaks the language of Harvard with more charm. But two Harvard men on the national ticket? Hardly.

And David I. Walsh can speak with the best of them. He has rather a first call on a Democratic nomination that might come to Massachusetts. And again didn't they say in Westfield last fall that Joseph B. Ely was destined for a vice-presidential nomination?

Naturally we say now that if Gov. Roosevelt gets the presidential nomination someone like Robinson of Arkansas or some one from the real West will balance the ticket All the same in the world of politics it is something to be mentioned for a vice-presidential candidate.

SALEM NEWS 6/13/31

Col. House Will Entertain Gov. Roosevelt Today

Col. Edward M. House, the silent figure who was close to President Wilson during his term in the White House, will entertain Gov. Franklin D. Roosevelt, New York at luncheon today at his Magnolia summer home. Invitations have been extended to a select non-partisan group.

The invitation list included the names of Senators David I. Walsh and Marcus A. Coolidge, Mayor Curley, Henry Morganthau, R. B. Choate, R. M. Washburn, Robert L. Norton, William H. Coolidge, Ellery Sedgewick, Randolph Tucker and Porter Adams.

The tongues of political observers were released in speculative discussion of Roosevelt's chances for the Democratic nomination for president by the sudden militant declaration of Mayor Curley for him. Two months ago the mayor's favorite candidate was Owen D. Young.

Col. House attached no significance to his luncheon in honor of Gov. Roosevelt, although it is known that both he and Morganthau, ambassador to Turkey under Woodrow Wilson, are sympathetic to Roosevelt's candidacy still being privately nursed.

MAYOR CURLEY OF BOSTON, returning home from a quite remarkable European trip, in the course of which he was treated with distinguished consideration and honor agrees definitely with Frank Simonds in believing that Europe is an armed camp and that war impends.

HE DENOUNCED PACIFISM, unpreparedness, naval and military reductions and penurious economy in a brilliant speech in Boston last night.

INCIDENTALLY HE DECLARED in his inimitably breezy fashion that we now have ten bootleggers for every soldier and sailor.

WHEN TWO SUCH TOTALLY different men as Curley and Simonds agree on the European situation one feels there must be something worth deep consideration in their views.

QUINCY NEWS 6/13/31

Hub Bans Loud Radio Speakers in Wee Hours

Boston (UP)—Loud speakers must not "speak" so loudly in Boston between midnight and 7 a.m. hereafter.

With Mayor James M. Curley's approval, a new ordinance, designed to eliminate some of the city's unnecessary noises, became effective today, providing a maximum fine of $20 for radio fans whose loud speakers can be heard beyond a distance of 100 feet during the hours mentioned.

SALEM NEWS 6/13/31

Radios Must Be Quiet in Boston After Midnight

Boston, June 13—Approval by Mayor Curley yesterday of a city ordinance which makes it a punishable offense to allow a radio or other reproduction device to be audible 100 feet distant, between midnight and 7 A. M., ends the long fight of Councilman Robert Gardiner Wilson, Jr., of Dorchester to obtain a city ordinance controlling the operation of radios.

It is the first anti-noise regulation which has been adopted in Boston for years and will be followed by similar rules which will eliminate other objectionable noises.

This was but one of the official acts of the mayor during a particularly busy day devoted to conferences with city officials and to approval of contracts and other orders.

SPRINGFIELD REP
6/13/31

Mayor Curley and Mussolini

If any reader of The Republican remembers what it said 48 hours earlier, it is due him to express sorrow for a too confident statement based on insufficient evidence in the case of Mayor Curley of Boston.

The return home of the mayor quickly revealed a sad lack of accuracy in this paper's remark on Thursday:—

> Mayor Curley has been in Rome also. He was there when the clash between Mussolini and the pope became acute. Evidence of his diplomatic skill may be seen in the fact that he emerged from Italy without having expressed himself or participated in the least in the debate between the Quirinal and the Vatican.

The statement would still be flawless if it had been said that the mayor did not express himself publicly concerning the Vatican-Quirinal controversy while in Rome. It turns out that in camera the mayor said aplenty to Mussolini, giving him some sound and timely advice.

As the mayor remembers his private talk with the duce, he was impelled to counsel him in this friendly but serious vein:—

> The Italian government by estoppage of the mad march of Communism and by saving Christianity has made a characteristic contribution that has won the respect of the entire world; and as Mussolini had recommended settlement of the trouble which had existed between the Vatican and the government for 60 years, thereby winning the admiration and good will of all Catholics, it was impossible to concelve of any good reason why the pending difference should not be considered a mere trifle and one that in no way justified permanent injury to the Italian government.
>
> I emphasized, too, that it is expected that 500,000 will attend the Eucharistic congress in Ireland in 1932 and that 20 per cent of this number can surely be expected to visit Rome, thereby adding upwards of $100,000,000 to the revenue of Italy from tourists. I remarked also that if the trouble between the government and the Vatican should not be settled, it was very probable that Italy would lose this revenue.

The mayor's devoted traveling companion, City Treasurer Dolan of Boston, who was waiting outside, perhaps anxiously, while Mussolini was giving audience to his American counselor, doesn't know with any certainty "whether the mayor's 'daring in stepping into a situation 'which less courageous men would 'have avoided had any real result."

Yet Mr Dolan calls attention to the significant fact "that the next day 'the first step was taken by Musso-'lini to bring about a settlement."

All that need be said in conclusion is that our original tribute to the mayor's "diplomatic skill" was too feeble by far to correspond with the mayor's actual achievement. For the mayor of Boston to go to Rome and plainly tell Mussolini where to get off, without being thrown downstairs, must be recognized everywhere as a rare diplomatic triumph in itself, no matter whether his counsel was heeded or not.

SPRINGFIELD UNION 6/13/31

CURLEY IS HELD RUNNING MATE FOR ROOSEVELT

Idea, in Wind for Weeks, Takes Definite Form in Boston as Mayor Indorses Governor.

Special to The Springfield Union.

BOSTON, June 12—Roosevelt and Curley!

This is the Democratic presidential ticket that is being heard about town today. Believe it or not, as one of Curley's most enthusiastic supporters remarked at City Hall, this idea has been in the wind for weeks, and with the Mayor's indorsement of Gov. Roosevelt for President, in his talk to reporters on the train from New York, and his eager acceptance of Col. E. M. House's invitation to a luncheon tomorrow at Manchester, given in honor of the New York Governor, the movement gathers force.

....Lauds Roosevelt.. .. ....

Mayor Curley has known Gov. Roosevelt for years and has a deep admiration for him. Though a warm supporter of former-Gov. Alfred E. Smith in the last campaign and greatly disappointed that Smith did not win, the Mayor had made few references to the defeated candidate since the election. But many times he has referred to Gov. Roosevelt's availability; within the last three months he has waxed eloquent at times in discussing the Governor as presidential timber; now he is positive in his declaration that he will support him.

Naturally, the Mayor's acceptance of a presidential candidate long before the other Democratic state leaders ventured an opinion, is being widely commented upon. Was it the natural outcome of a friendly talk with Gov. Roosevelt on the train or a studied pelifical gesture to get ahead of the other leaders and be in a position to say "I told you so?" The Mayor did not amplify his stated position; Gov. Roosevelt would not comment upon it. But when, a few minutes after the Mayor and the Governor had finished their conversation and the former ... handed a telegram inviting him to attend the luncheon which Col. House had planned in honor of the visiting governor, he expressed his eagerness to attend and warned City Treasurer Edmund L. Dolan to keep him reminded of the appointment.

All politicians have come to believe that the one office above that of mayor of Boston which Curley desired was that of governor. He has declined many times to consider being returned to Congress; he has never to the knowledge of his friends, evinced particular interest in the United States senatorship. Would he like to run for Vice-President? He has never hinted one way or the other. But, as his friends say, he is more and more devoted to the interests of the country as a whole, has many ideas for relieving national depression and is obsessed with the feasibility of his Mississippi River project which calls for an expenditure of $3,000,000,000. Though his most intimate associates would like to see him governor, they are coming to realize that it would be foolish for him to oppose Gov. Ely. The vice-presidency would afford a pleasing departure politically.

Defies Leaders.

Mr. Curley, in taking his stand for Roosevelt, defies such state Democratic leaders as Gov. Ely, Senator Walsh, and Chairman Frank J. Donahue of the Democratic State Committe. Not a word has come from these men on the presidential situation within their party. Walsh and Donahue have indicated on numerous occasions that they would await formal or informal declarations from Smith or Raskob. There has been a lingering suspicion in the rank and file that Smith eventually would permit his name to go before the national party convention, but Mayor Curley has felt all the time that the former Governor would not be a candidate.

There is no question of the local Democracy's leaning toward Smith. Every time his name is mentioned in political circles it is a signal for hearty applause. Lomansey, it is said, has not given up hope of Smith as a candidate, and if the local Democratic city committee were polled today practically every member would vote for Smith, not only as an expression of confidence in the man politically but as an expression of the feeling that he could win against any man the Republicans could nominate.

Mayor Curley's efforts for former-Gov. Smith in the old Young's Hotel diningroom three year ago will never leave the memory of local Democrats. In that campaign he was acting independently of the state committee. He and Chairman Donahue were not on speaking terms. Donahue had assumed the right to manage Smith's campaign throughout the State in one tremendous concerted effort for victory, and naturally he viewed Curley's independent movement with deep concern. Naturally, when the returns came in, Donahue took the credit for the landslide, even though Mayor Curley's friends were equally expressive of the effect of the Young's Hotel rallies.

Seen as Bold Move.

Curley's action at this time in accepting Roosevelt far in advance of the state political leaders is regarded as a move equally as bold as that which resulted in his independent campaign for Smith. In the opinion of the Curley cohorts it can mean only one thing, namely, that the Mayor is determined to take the state leadership of the party out of the hands of Donahue, Walsh and Ely without actually assuming the technical responsibilities and thus pave the way for his gubernatorial campaign. It does not mean, perhaps, that the Mayor has "broken" with Smith, as politicians use the term, for Curley and Smith were never on intimate terms. It means that the Mayor either believes that Smith will not run or that he could not be elected if he did run, with the solid South against him on the prohibition issue.

Contd SPRINGFIELD NEWS 6/12/31

Significant Facts

Mussolini did not display enthusiasm over the Curley suggestion, but the fact that he showed no trace of dissatisfaction and the further fact that he extended the olive branch of peace to the Vatican the following day were assumed by Americans in Rome conversant with the act of Mayor Curley to be an acknowledggment of the value of his suggestion.

Refuses to Claim Credit

Pope Pius was aware of what the mayor contemplated because the phraseology which he intended to use and which was employed had been painstakingly reported to the Pope by Msgr Francis J. Spellman of Whitman, secret chamberlain to the pope. It was reported that the pope tacitly approved of the course which Mayor Curley had outlined.

The mayor was loth to admit that he had deliberately injected himself into the controversey, but his arrival in Rome at a psychological time impelled him to say during his conference with Mussolini:—

"The Italian government, by estoppage of the mad march of communism and by saving Christianity has made a character of contribution that has won the respect of the entire world and as Mussolini had recommended settlement of the trouble which had existed between the Vatican and the government for 60 years, thereby winning the admiration and good will of all Catholics, it was impossible to conceive of any good reason why the pending difference should not be considered a mere trifle and one that in no way justified permanent injury to the Italian government."

"I emphasized too," said the mayor last night, "that it is expected that 500,000 will attend the Eucharistic Congress in Ireland in 1932 and that 20 per cent of this number can surely be expected to visit Rome, thereby adding upwards of $100,000,000 to the revenue of Italy from tourists. I remarked also that if the trouble between the government and the Vatican should not be settled, it was very probable that Italy would lose this revenue."

WOBURN TIMES 6/13/31

Among the large crowd who greeted Mayor Curley on his return from Europe was Whitfield L. Tuck of this town. Mr. Tuck acclaimed Mr. Curley as the leading statesman of Mass. and the next Governor.

SPRINGFIELD UNION 6/12/31

CURLEY DOUBTS EUROPE OFFERS MARKET TO U. S.

Boston Mayor Finds Little Trade Encouragement; Cites Holland as Example of Waterway Development.

NEW YORK, June 11—(AP) Mayor James M. Curley of Boston returned on the Leviathan today with his daughter, Mary, her friend, Lauretta Bremner of Chicago, and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy.

Mayor Curley was invited to go to Paris with the American mayors by the French Line, but he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

America cannot look for any encouragement in the way of trade from Europe for at least 25 years, he declared. "Everywhere I went in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of self-preservation, but in doing so, it makes it impossible to buy a French product in Italy, or vice versa, if there is a similar product to be found in France or Italy, respectively. Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on for a quarter of a century, until the debts hanging over them since the World War have been eliminated."

As an antidote he urged America to develop a market for its surplus productions at home.

"We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

Mr. Curley suggested, as he said he had suggested some time ago to President Hoover, that America must next turn to the development of the Mississippi Valley; that its resources and possibilities, as gaged by what the Hollanders have done with the Zuder Zee, are without limit.

"If Holland," he said, "with a population of 8,000,000 can appropriate $200,000,000 for reclamation of land, we might easily set aside three billions to make the Mississippi the great all-year around waterway of America, its banks and its tributaries, a field for huge electrical developments."

Mayor Curley said Europe had made more strides in the past 10 years than she has made for 10 centuries prior to the World War, through improvement in habitation and living conditions, and that if America would courageously tackle the tenement and habitation question, such vast labor activities and huge expenditures would be required that much of the "so-called depression" would disappear. He said he is committed to better living conditions, the maintenance of decent wages, and that if the United States will steer to such a course Sovietism in any form is impossible.

One of the chief objects of Mayor Curley's visit abroad was to sound European shipping interests on the question of Boston as a more frequented North Atlantic port. He said that prior to sailing for Europe he had had lunch with representatives of the North German Lloyd and had been assured that they were keenly interested in his project to make Boston a port four days' distance from Europe.

He said despite rumors to the contrary he believed the North German Lloyd would make such a test with either the Europa or the Bremen and once the proposition were made feasible, other ships and other ship lines would be interested. He added that Boston is the only port on the North Atlantic where a passenger may step from the ship to a train and cargo be loaded from the ship into freight cars. He discussed at length projects now afloat for the modernization of the port of Boston.

N.Y. TIMES 6/12/31

CURLEY VOLUNTEERS ROOSEVELT SUPPORT

Boston Mayor Urges Governor to Seek Nomination Against All Opposition.

SAYS SOUTH BACKS HIM

Conference Was Held by Fellow-Passengers on the Train From New York.

Special to The New York Times.

BOSTON, June 11.—Mayor James M. Curley today not only assured Governor Roosevelt of his own support for the Democratic Presidential nomination but also told him of the favorable reaction in the South as described by passengers upon the Leviathan, upon which the Mayor returned from Europe this afternoon.

In a 15-minute conference in Governor Roosevelt's drawing room on a train bound from New York to Boston, politics furnished the principal topic of discussion. Neither would state that the Presidential contest next year was talked about, but informal reports of the conference disclosed that Mayor Curley had been outspoken in his advice to Mr. Roosevelt to start an early campaign for the nomination, and to disregard any opposition.

The Mayor, who was one of the most active of the Smith leaders in Massachusetts in 1928, believes that Roosevelt will win the nomination and the election.

Governor Roosevelt, in an interview at the Hotel Statler a half an hour after he stepped off the train from New York, said he came here for "a family and social visit."

Even at the luncheon to be given at Manchester by Colonel Edward M. House, political adviser to President Wilson, the New York Governor declared that he expected no formal discussion of the Presidential campaign.

"As a matter of fact, I understand several very prominent Republicans have been invited," Governor Roosevelt said. "That seems certainty enough that no party secrets will be disclosed, at least."

Accompanied by Mrs. Roosevelt, the Governor came from New York on the same train with Mayor Curley. Although the reception which greeted his unannounced arrival at the South Station at 8:45 was far more quiet than for Mayor Curley's arrival at Back Bay a few minutes earlier, about 200 persons applauded as the Governor walked through the concourse.

He was met by his son, James, a student at the Boston University Law School, and Mrs. James Roosevelt.

Tomorrow morning Governor Roosevelt will leave at 9:30 o'clock for the Groton School, where two of his sons, Franklin Jr. and John, are students. He will give an address.

NO. ADAMS TRANSCRIPT 6/13/31

Ely's Stock Seen High As Legislature Ends Session

Tact and Diplomacy on Part of Governor and Members of General Court Make Session a Remarkable One—Despite Preponderance of Republicans in General Court and On Governor's Council, and Decidedly Prohibitionist Sentiment, Gov. Ely Was Able to Enact Much Favorable Legislation—Assured of Democratic Nomination, Correspondent Thinks.

(Special to the Transcript)

Boston, June 13—Tact and diplomacy, a fine team, made the session of the Legislature, just completed, a remarkable one in many respects, in the opinion of this correspondent. At the end of the session Governor Ely sent to the president of the Senate and the speaker of the House a congratulatory message in which he stated that the relations between the legislative and executive branches of the government had been most pleasing from his point of view—"More agreeable than I had anticipated." Possibly in his lack of anticipation of pleasant relations between governor and Legislature Governor Ely's mind had been a bit warped by recollection of the disputes, wrangling, almost fights that took place bebetween a recent predecessor in the governor's chair and members of the Great and General Court.

Governor Ely attempts to make his point by working harmoniously with the Legislature: Governor Fuller fought the Legislature hoping that when the fray was over he could take his case to the people and rely on the people's well-known tendency to side with an individual rather than a group.

At the beginning of the Legislature's present year no such harmony seemed possible. A strained situation seemed unavoidable. The governor was a Democrat; both the House and the Senate had Republican majorities. The governor's council, which under our law, must back up the governor in many of his activities, was Republican seven, Democratic one. Here was a line-up, which seemingly meant fight.

The governor was a wet: the Legislature was reputedly numerically dry. Here again were possibilities of discord but the prohibition measure was not pushed to the foreground, only two anti-dry measures having been passed.

Interested In Relieving Jobless

At the outset of his career as governor, Mr. Ely showed great interest in the relief of unemployment through the speeding up of construction work under state auspices, even going so far as to advocate the setting aside of the state's pay-as-you-go policy in order to effect the necessary ends.

This policy met with strenuous opposition from persons, whose economic and political views differed with those held by the governor. Both camps were perfectly honest in their opinions: there was a difference of opinion that was every bit justified, a difference without rancor, without villification. The governor presented an expensive building program. In part, he put it through: in part, he was not successful. The matter ended in a sort of compromise.

During the legislative session just passed the Legislature has authorized expenditures of more than $65,000,000 for ordinary functions of government, approximately $12,000,000 in note and bond issues for extraordinary construction and some $4,000,000 for the operations of the metropolitan commission. The previous record for appropriating money was reached in the 1930 Legislature, which authorized expenditures slightly less than $70,000,000. Of that sum $65,000,000 was for the general accounts and $4,480,000 for the metropolitan district commission. Of course, this year, with the wide-spread business depression, presented extraordinary financial problems.

The governor has been extremely tactful and diplomatic, although firm on vital issues. He has conferred with the Republican leaders of both legislative branches: he has listened to the other man's opinion. He has been blessed with a legislative body of fully average intelligence and certainly with more than usual desire to get down to work. To be sure, many matters have been referred to commissions, a practice that is one of the weaknesses of state government in Massachusetts. Commissions hear matters exhaustively, file legislative reports and then, repeatedly, find their reports thrown out of the window.

Railroad Bills "Kicked Out"

The Legislature has treated some matters in a cavalier manner, none more so than the railroad situation. On the governor's recommendation for relief of our roads from outside control, the Transportation Committee spent weeks studying this situation and then reported two measures. These were literally kicked out after having been given the most scant legislative attention. Whether the bills should, or should not have been passed, they should have been considered long and seriously by the Legislature. In general, however, the Legislature has done a fairly good job and the governor a most excellent job.

Disregarding al' questions of partisanship, Governor Ely has pleased the great electorate of the state. Never was a governor in a stronger position at the close of a first legislative year. Unless the unforeseen happens he will win his party's renomination hands down, putting to rout James M. Curley or any other Democrat, who chooses to oppose him. His re-election is as assured as early prediction makes possible, this correspondent believes. We would like to quote the opinion of one of the most astute Republicans in the state, who said recently, "Can Ely win a re-election? Why, he can win if he campaigns for his Republican opponent."

If Curley seeks to oppose Ely for the nomination, he will find few issues. He would probably seize upon the passage of the Boston Elevated Railway public control bill. This would probably be an issue chosen by former Governor Fuller if he sought the election. The Elevated question is tremendously involved: but few can grasp its financial intricacies; there is much honest different opinion as to what solution would have been best for car riders, stockholders, and the state. It cannot arouse great interest outside of Greater Boston: it certainly will have no appeal to central and western Massachusetts. Some profess that "Curley can tear Ely to pieces on the Elevated question" but we believe Curley or any other man must get an issue that strikes more vitally home to the voters of the state as a whole, than the Elevated question, before "Ely can be torn to pieces."

"Boomlet" For Presidency

Next session the governor will undoubtedly stress other important matters such as adherence to the Massachusetts principle of basing utility rates on prudent investment rather than calculating them on reproduction costs of plants, the municipal lighting plant situation and methods of financing holding companies.

He will probably have a lot more to say in his second legislative message on the railroad situation, in fact, he may indulge in some activities on this line with other New England governors during the summer. He probably will again seek to strengthen the Blue Sky, or sale of securities, act. In fact, he will probably continue his task of governor, as he sees it, paying but little attention to the boomlet started for his nomination for the presidency coincident with the visit to Boston this week of John W. Davis.

The Legislature was somewhat justified in the whoopee and jubilee in which it indulged the day of prorogation; the governor is unquestionably justified in enjoying a holiday after his first legislative session as governor.

N.Y. TRIBUNE 6/12/31

Curley Returns, Amused at Other Touring Mayors

Executives Bickering Over Wine Old Enough to Know Better, Says Bostonian

He Drank 'And Enjoyed It'

Finds Rye and Bourbon in U.S. Superior to Europe's

Mayor James M. Curley, of Boston, returned here yesterday on the Leviathan after "a grand trip in Europe." He did not travel with the twenty-five American mayors, whose bickerings embarrassed their hosts abroad. Mayor Curley said that he lunched with them in Paris, but that he did not blame the American press for ridiculing their actions.

Mayor Curley visited England, Ireland, Italy and France. He talked aboard the liner for about an hour of his interviews with the Pope, Premier Mussolini, the King of Italy and other prominent European figures, and again of the touring American mayors.

"Old Enough to Know Better"

"I should think that our mayors were old enough to appreciate that they should do as the Romans do when abroad," he continued. "If, for instance, Mayor Porter, of Los Angeles, did not want to be drawn into a toast in France, he should have realized that it was the custom of the country, and therefore he should not have attended the luncheon or should have left before the toast was proposed.

"I did not hesitate to drink many a toast—and I found the quality excellent and the supply of liquors almost as plentiful as in the United States. Of course, we have better bourbon and rye here, but we cannot touch their wines.

"As far as Mayor Porter's refusal to drink the toast was concerned, it does seem curious when one considers that there is more liquor manufactured and consumed per capita in his city of Los Angeles than any other American city."

He spoke with enthusiasm of the "parlor" adjoining the executive chambers of the Lord Mayor of Plymouth where he was invited to taste a rare collection of wines and liquors. He added that this was a splendid custom of the English mayors but that he was afraid that if such a parlor were established in American city halls the mayors would not have time to visit their executive chambers.

In Ireland, he said, he was amazed by the progress made in recent years; he found that virtually all of the unsanitary thatched cottages of which the poets sang were being replaced by modern homes of excellent construction. Hydro-electrification is being developed there on even a more intensive scale than has been reported, he said.

Optimistic on Italian Situation

In Italy he was granted a ten-minute interview with Mussolini but it was prolonged for forty minutes at Mussolini's request. During their talk such subjects as the extensive electric railroad system in Italy and the relations between the Vatican and the Fascist government were discussed.

Mayor Curley said that he left with the impression that the differences between Church and state had been exaggerated and that amicable relations would be established soon.

He still feels, he said, that Boston is the best American terminal for a four-day passenger and freight service to Europe, and he is confident that the North German Lloyd Line will experiment with a service from Boston to Europe, employing the Europa and Bremen.

U. S. Mayors Are Casino Guests

PARIS, June 11 (UP).—The visiting American Mayors were guests tonight at the newly opened Enghien gambling casino, outside Paris, but they did not play at the tables. The management explained that the Mayors were not shown through the baccarat rooms because it was desired that the visitors should not lose any money.

The Curleys, of Boston, Return

Associated Press photo

Mayor James M. Curley of Boston and his daughter, Mary, shown as they arrived in New York yesterday following a tour of Europe

WORCESTER TELEGRAM 6/13/31

Mayor Curley as Wonder Worker

The tale that Mayor Curley during his recent visit to Rome, by a few wise words delivered in the "breezy Curley manner" to Premier Mussolini, induced the Italian government to sue for peace with the Vatican is perfect grist for the well-known Irish sense of humor. That such a story, couched in all seriousness, could make the front page of a leading Boston newspaper is one more intimation that, for all its learning and culture and splendid attainments, Boston is a disquietingly provincial city.

It has set us wondering how many Bostonians will hearken with credulity to the recital of Mr. Curley's thaumaturgy. To be sure, a mayor of Boston is a great man—in Boston. His magnitude elsewhere depends on many factors. And it cannot be denied that Mr. Curley is a man of much more than average ability, a brilliant orator, a shrewd thinker, and an extremely clever negotiator. Doubtless he would be a person of note wherever he might establish himself.

WORCESTER TELEGRAM 6/12/31

BOSTON WELCOMES ROOSEVELT, CURLEY

N. Y. Governor to Speak at Groton School, Declines to Discuss Politics —Mayor Home From Europe

By JAMES H. GUILFOYLE

BOSTON, June 11.—Mayor James M. Curley, Boston, and Gov. Franklin D. Roosevelt of New York, both potential candidates for higher honors from the Democratic party rode into the Hub tonight on the same train from New York city and received significant ovations, but modestly refused to intrude upon the other and left their Pullman's at different stations.

An augmented band and several thousand cheering men and women crowded all the available space at the Back Bay station to welcome Mayor Curley and his daughter, Mary, who have been touring Europe for the past month. Marshaled by men and women prominent in the public life of the city and numerous leaders in the Hub's political activities, the thousands with horns, rattles, cheers, confetti, blaring musical instruments and waving hats indulged in the greatest demonstration ever accorded a chief executive of the city, other than in a political campaign.

Revives Reports

The ovation revived all the reports of Mayor Curley's possible candidacy for governor next year and even the rumor that some of his friends will urge him as the candidate for vice president on the national ticket.

Governor Roosevelt practically unannounced, endeavored to slip quietly into the city at the South station, but the presence of police and his own Sergeant Miller of the New York state police, attracted a crowd, and as he walked through the station on the arm of his son, James, closely followed by Mrs. Roosevelt and his son's wife, there was a wave of applause.

Plainly surprised, the potential presidential candidate smiled and doffed his hat in acknowledgement and shook hands warmly with several men and women who evaded the police. The governor made the trip from the Pullman to the station in a wheel chair but insisted on walking through the station to his automobile.

Afterward, at the Statler, where the governor received newspapermen, he declared the subject of politics was taboo but announced his intention of attending the dinner which Col. E. M. House is giving to a list of prominent people at his summer home at Manchester by the Sea, Saturday. Colonel House, who was the late President Wilson's close adviser, has admittedly begun a campaign to bring about the governor's nomination for president in 1932. The Saturday dinner is regarded as especially significant and may mark the formal opening of the campaign.

Governor Roosevelt declared his visit to Boston was merely "social and family," and while he was eager to discuss New York state affairs steered away from any mention of his possible candidacy for President.

Smiling, he remarked that the dinner to be given by Colonel House had a list of guests that included some prominent Republicans and at least could be regarded as non-partisan.

Governor Roosevelt and Mayor Curley, although occupying different pullmans, had a long chat on the way over from New York but the governor declared it concerned solely their European observations. "Although I was only there a week and the mayor was there a month and saw a lot of Europe during that time."

Tomorrow, Governor Roosevelt will go to the Groton school, where he is scheduled to deliver an address. He has two sons attending the institution but they are not graduating. He will return in the evening for a family dinner. After the House dinner on Saturday, he will return at once to New York being scheduled to pay a formal call Sunday on the King and Queen of Siam.

Governor Roosevelt, discussing the New York state institutional building program, said that the state was letting the second year's contracts on a three-year program, which, when completed next year, will provide proper room for every patient and inmate. This has been done on a bond issue, the average term of the bonds running 30 years.

"We woke up to the fact in 1924 that we were 20 years behind our needs," he said, "and Governor Smith borrowed a huge sum to enable us to catch up. Then I came along and we have continued the policy. When we are caught up next year if we can afford it, then we will try to stick to a pay as you go policy."

The program is aided each year by about $10,000,000 from the current revenue, the plan being similar to that adopted this year by the Massachusetts Legislature in connection with a building program.

Hears Reception Din

Governor Roosevelt heard the din of the Curley reception at the Back Bay station but did not appear to watch it. The absence of political conversation between them was particularly interesting in view of the mayor's recent declaration for Owen D. Young as the Democratic candidate for President.

The governor was particularly anxious to learn how Massachusetts newspapermen regarded the appointment of Theodore Joslin, native of Leominster, and former State House and later Washington correspondent for the Boston Transcipt, as private secretary to President Hoover.

"He was just a cub in Washington when I was assistant secretary of the navy," he said, "but one of the hardest working newspapermen I have known. He was at my office every morning when I arrived."

The governor was accompanied on the trip by his wife and was met at the South Station by Mr. and Mrs. James Roosevelt and Sergeant Miller, who drove the executive car from New York to meet him. A number of men prominent in the party called to pay their respects at the Statler during the evening.

Red Fire Burned

Mayor Curley's reception was similar to that accorded a conquering hero. Red fire was burned and searchlights were played on his party. Several times the crowd broke through the police lines and yelled "Hello Jim, welcome home." An airplane droned over the station to add to the din. There were official handshakes and presentation of flowers to his daughter when the train pulled in, but when the party reached the waiting room the crowd was tremendous. After the mayor had made his way to an automobile he gave an impromptu address above the din but all that could be heard was "I'm glad to be home."

A procession formed led by a detail of police and the W. F. Sinclair Legion Post band, made up of city and county workers. It escorted him part way to his Jamaicaway home. Thousands shook hands with him at the station and more hundreds called at his home. Late tonight the mayor gave a radio address expressing his pleasure at being home. He arrived in New York today on the Leviathan.

QUINCY PATRIOT-LEDGER 6/13/31

NEW YORK GOVERNOR IS GUEST

Roosevelt at Luncheon With Colonel House

MANCHESTER, Mass., June 13 (AP)—Colonel Edward M. House, friend and adviser to President Wilson, was luncheon host today to the man whom he considers the most available Democratic presidential timber, Governor Franklin D. Roosevelt of New York.

Other leading Democratic politicians were among those invited to luncheon, including United States Senators Walsh and Coolidge of Massachusetts, and Mayor James M. Curley of Boston, Henry Morgenthay of New York, former ambassador to Turkey, was also invited.

Governor Roosevelt came to Massachusetts to attend the commencement yesterday at Groton school, from which he was graduated and where his two sons are now students. His visit was termed purely social and Colonel House likewise termed the gathering at his summer home here today as entirely social and without

WORCESTER TELEGRAM 6/12/31

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LEMONISTER ENTERPRISE 6/13/31

Mayor Curley As a Diplomat

It is interesting if true that Mayor Curley, of Boston, was the individual who acted as the pacificator, and went to Premier Mussolini, offering a means of conciliation and suggesting peace by American methods and ways, the Italian dictator accepting the suggestion and thereby offering the olive branch of peace to the Pontiff.

That is the story carried on the first page of a Boston newspaper yesterday morning, and it makes good reading. One may draw his own conclusions and accept the story for what it is worth.

It seems highly improbable, however that such a man as Mayor Curley, brilliant orator, highly gifted executive, an astute student of men and public affairs, could, single-handed, bring to a close such a crisis as that which exists in Italy, and open the way for peace.

Diplomats who are near at hand, and have seen the issues at close range, have employed every available method to effect a compromise, and without wholly successful results. There are too many ramifications, too many underlying factors, and too much at stake for a Boston mayor of Mr. Curley's type to hope to effect a settlement.

Let us be content with saying that we hope Mr. Curley had a very pleasant and profitable trip abroad, and that we are glad to see him back.

NO. ATTLEBORO CHRONICLE 6/12/31

Mayor Curley Urges Home Markets

New York, June 12.—Mayor James M. Curley of Boston returned on the Leviathan last night with his daughter, Mary, her friend, Lauretta Bremmer, of Chicago, and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy.

Mayor Curley was invited to go to Paris with the American mayors by the French Line, but said he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

America cannot look for any encouragement in the way of trade from Europe for at least 25 years, he declared. "Everywhere I went in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of preservation, but in doing so, it makes it impossible to buy a French product in Italy, or vice versa, if there is a similar product to be found in France or Italy, respectively.

"Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on for a quarter of a century, until the debts hanging over them since the World War have been eliminated."

As an antidote he urged America to develop a market for its surplus productions at home.

"We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

Mr. Curley suggested, as he said he had suggested some time ago to President Hoover, that America must next turn to the development of the Mississippi Valley; that its resources and possibilities, as gauged by what Holland has done with the Zuder Zee, are without limit.

"If Holland," he said, "with a population of 8,000,000 can appropriate $200,000,000 for reclamation of land, we might easily set aside three billions to make the Mississippi the great all year around waterway of America, its banks and its tributaries, a field for huge electrical developments."

SPRINGFIELD REP. 6/11/31

Curley Home Again

Mayor Curley of Boston will arrive home this evening to find at the Back Bay railroad station a brass band and a police escort, headed by Superintendent Crowley, waiting to welcome him. Also hundreds of Bostonians. They will all march together joyously to the Curley residence on Jamaica-way. The welcome home actually will begin in New York city, if Mayor Walker goes through with his plan to meet Boston's mayor at the Leviathan's pier and, with a police motorcycle detail, escort him to the Grand Central station. Notice that Mayor Curley comes back to America on a ship flying the American flag. He would not cross the ocean under any other flag, going or coming.

Mayor Curley has had a successful, even notable, trip. Before joining the delegation of American mayors in France, he visited Ireland and then England. From London he went up to old Boston and delivered a grand salute to the little English city that gave Boston, Mass., its name. The report of that affair by Reuben Salter, who came over to attend the Tercentenary celebration last year as the official representative of the English Boston and as the official guest of the Massachusetts Boston, was to the effect that in an eloquent address of 20 minutes Mayor Curley made a profound impression, leaving the inhabitants convinced that they had heard the greatest living orator.

Mayor Curley has been in Rome also. He was there when the clash between Mussolini and the pope became acute. Evidence of his diplomatic skill may be seen in the fact that he emerged from Italy without having expressed himself or participated in the least in the debate between the Quirinal and the Vatican. His adventures in France with the other American mayors were less notable. All that stands out in the record is that he did not leave the room when he was offered champagne, as did the mayor of Los Angeles.

The mayor will find that nothing much has happened in Boston since he left it. The Red Sox are in their traditional place next to the bottom, while the Braves are struggling hard to hold their position at the foot of the first division. Everything will look natural to him—by this time even Gov Ely. He knew before he sailed for Ireland that the governor was assured of a renomination. The story perhaps can be depended upon that when the mayor of Boston called on the governor of Massachusetts just before going to the pier he said, in effect, "Don't believe anything you see in the papers about my hopping into the next primary. You're my candidate."

Believe it or not, no mayor of Boston was ever regarded in Europe as so great a mayor as Mayor Curley, and what more need a man desire in honor and distinction?

WOBURN TIMES 6/11/31

MAYOR CURLEY SENDS MESSAGE TO HOME FOLKS

Mayor James M. Curley of Boston, who landed in New York City, this morning, will deliver a timely message to the people of the Commonwealth tonight, when he will go on the air over Station WNAC. Mayor Curley will speak from his own home, Jamaicaway, Boston, and will go on the air at 10:45.

The following message was radioed to the people of Boston by Mayor Curley from the giant ocean liner, which docked this morning.

"My great joy at approaching the shores of America again, and my yearning to be back among the good people of Boston, is the thought uppermost in my mind as this good American ship nears the shores of my native land," was the first message of Mayor James M. Curley to the Boston Post by radio telephone from the S. S. Leviathan, last night, as the ship was 250 miles from New York.

"I have had a most wonderful trip, of course," he said. "By far the most impressive thing in connection with it was my audience with the Pope, and next to that I think I was most impressed upon meeting Mussolini.

"I saw them both; of course, at a time when the so-called controversy between the Vatican and government was supposed to be acute. I am firmly of the opinion that the differences between the two were not nearly so great as the general public may have been led to believe.

QUINCY NEWS 6/11/31

Plea for Hub Air Terminal Backed

Following a letter sent to Mayor James M. Curley by Frederick A. Mayberry, manager of the Quincy Chamber of Commerce, pledging his support to the possibility of a trans-Atlantic air terminal at the East Boston airport, Mayberry received the following communications.

Mr. Mayberry's letter to Mayor Curley:

"I understand that New York is making a drive to have the Western Terminal of the Trans-Atlantic Air Mail Service at their airport, and that Post Master General Brown will shortly advertise for bids.

"Would it not be advisable to make every effort to have the terminal at the Boston Airport? I believe I can assure you of every co-operation from the Quincy Chamber of Commerce if you decide to take this step.

"It is my understanding that the present and future developments of the Boston Airport will offer exceptional facilities for a terminal of this nature, and that such a proposition would be most advantageous to New England generally and Metropolitan Boston particularly."

C. A. Reardon, secretary to Mayor Curley forwarded the following communication which he received from Chairman William P. Long of the Boston Park department:

"I have a letter addressed to His Honor, the Mayor, from F. A. Mayberry, Secretary and Manager, Quincy Chamber of Commerce, relative to the Terminal of the Trans-Atlantic Air Mail Service, in which he states that New York is interested and suggests that we try to obtain a terminal at the Boston Airport.

"Commander McMillan, the noted explorer, is trying to establish a route through Canada, New Brunswick, etc., instead of this trans-Atlantic flight, the first stop of which would be the Azores.

"Rest assured that Boston would be considered far in advance of New York in the question of the Trans-Atlantic Air Mail Service. The Department is keeping in touch with the McMillan end of the service."

LOWELL SUN 6/12/31

Mayor Curley, of Boston, may be said to have had a triumphal tour of Europe, although quite brief. He succeeded in visiting many prominent personages, including Pope Pius XI, Mussolini and King Victor Emmanuel. He also used the radio freely to let the home folks know where he was and what he was doing.

SPRINGFIELD REPUBLICAN 6/14/31

They Liked Governor Ely

He Led Republican Legislature Away From Pay-as-You-Go Policy, His Head-Tax for Old-Age Assistance Was Adopted, and He Got an Elevated Bill

By BEACON HILL

BOSTON, June 13. — Now that the General Court has prorogued we may take account of stock —not to recapitulate in detail what the session has done, but to indicate, where feasible, what may be the lasting consequences of the legislation enacted, and the policies established by this new Democratic governor.

The outstanding point for debate, and one that very likely will figure in the next state election, is the financial policy of the state, in which this Democratic governor has successfully led a Republican Legislature in a radical departure from a policy established. There will be various lines of attack. It is not certain how they will work out.

Some critics will undertake to picture the governor's policy as no better, perhaps, than that of the clothing salesman who entered a store seeking to place an order for his firm's goods. He was a new salesman, but he had absorbed the idea that the best way to establish confidence and friendliness, and so get orders, was to meet the prospective customer more than half-way. Thus, before he started his direct sales talk, he sought to get himself on friendly terms with his prospect.

The retailer was much stirred by his own affairs, and mentioned that his wife had been at him to buy her a Pomeranian. "I'd do it, only the price is awful high," he said. "The best price I can get for a Pomeranian is $90—it's too much."

The salesman jumped at this chance. "Say," he said, "I can sell you a Pomeranian for $75."

"All right," said the dealer. "You sell me a Pomeranian for $75 and it's a trade."

The salesman left the store, elated but puzzled. He rushed to a telephone and called up his firm. Thus: "Say, this is Isaac, your salesman. I've just sold a Pummeranian for $75. What is it?"

The outstanding facts in the financial change are these: The governor wanted to borrow $21,000,000. He got $12,759,000. He wanted to borrow on 10-year bonds. He got four-year and five-year notes. The difference is in degree, not in kind. There is no important difference between short-term notes and 10-year bonds—that is, no difference in principle. Both are borrowing. Both are spending in advance of income. It is a recognized business policy. It is not revolutionary. The bulking fact is that the governor won his point—from a Republican Legislature.

This item in the session's records is a big one, in significance. It strengthens Mr. Ely.

Old-Age Assistance Money

The head tax: This was the governor's plan. It won. Other plans were suggested and were discarded. By it the slack end of the old-age assistance act has been taken up. Last year's gesture becomes this year's legislation. Regardless of the merits or defects of the old-age assistance act, it was meaningless unless or until it was financed by taxation. That has been done. Again, and with all due credit to the Legislature, the significance lies in Mr. Ely's increased strength.

Now, the governor will be assailed on these points. What will result? It is too early to prophesy. It always is. Let us bear in mind that in any popular test when on one side is a cold financial argument and on the other is the human appeal—relief for the unemployed—history does not favor the ledger-book persuasion.

Mr. Ely is an adroit campaigner. He will make the most of his case. He is blessed by a sense of whimsical humor. We have made note of this before. It crops up again in his farewell address, so to speak, to the General Court, in which he says that the relations between the legislative and executive branches "have been, from my point of view, most pleasing and agreeable—more agreeable than I had anticipated."

He may well take that view, and express it. The legislative branch ate out of his hand without eating his hand. This does not imply weakness on the part of the Legislature. It was not a weak session. It has a record of achievement—and expenditure. It co-operated with the Democratic governor for a simple reason—it liked him.

The governor vetoed 11 bills. All but one of his vetoes were sustained. The single exception was the bill which provided for giving counties permanent relief from contributions to the state highway fund. This was passed over his veto.

Contd (1) SPRINGFIELD REP. 6/14/31

The Elevated Bill

The instance of the Boston Elevated bill will redound politically to Mr. Ely's advantage—and again, this is so without underestimating the Legislature. It will work to his advantage, because he "got something done" and took the Elevated (for a time, at least) out of politics. This implies no comment on the qualities of the legislation.

Curiously enough, there are just two threats that this issue may be agitated against the governor in the next campaign. These threats are from two curiously dissimilar sources—former Governor Fuller and Mayor Curley. Mr. Fuller has spoken, already. It is entirely possible that Mr. Curley may seek furtherance of government ownership.

What else is there on this list, having significance for the future? The head tax, to refer again to that item, offers the prospect that if and when new revenue is needed, the next move will be for a similar tax on women—the present is on men only, and is raised from the past $2 to a new $3. The argument used against applying this new levy to women was that the cost of operating it and obtaining any revenue from it would be too heavy to warrant the experiment. That argument is specious and will not hold. Any head tax is hard to collect. It is notoriously a sloppy tax. It is easily and frequently evaded. None the less, with all its flaws it does get some revenue. A similar tax on women would get added revenue. It will come. That is what this added $1 on males forecasts.

Congressional Redistricting

Where will fall the political profit from the redistricting legislation? The governor made a strategic move in signing the bill. Some Democrats will criticise him—will say he gave something away, will say that he ought to have forced a general congressional election of members-at-large. Curiously enough, one of the leading Republicans in the state was enthusiastically in favor of just that—electing 15 congressmen-at-large.

The bill was placed on the governor's desk. He could have done any one of three positive things: Signed it, vetoed it, or tried to amend it. He played with the amendment idea, but this looked like a gesture. There was no threat in that. Then he signed it. Had he vetoed it and forced an election at large he would have been charged with "playing politics" and there would have been a rebound to hurt him. He will gain by his course.

As to consequences of this bill: It immediately affects the situation in the Republican party in relation to the two places at the head of the ticket—one or both. This very likely is not distasteful to the governor, if he plans to run again.

It leaves, as has been said times enough, Messrs. Luce and Dallinger in the same district. One must go; perhaps both. Neither Mr. Luce nor Mr. Dallinger says what are his plans. Mayor Weeks of Newton, quickly disposes of the rumor that as a wet he might enter the race; but he disposes of it by the mention of Mr. Luce's name only—as is quite regular, he being in Luce's old district, not in Dallinger's. The Weeks words are: "Mr. Luce is deserving of re-election if he desires it." Under no circumstances will be oppose him, "either in his present district or the proposed new one." That's all right; but it adds to the accumulating understanding that it will have to be Mr. Dallinger, not Mr. Luce, that is to stand aside. What does Mr. Dallinger say to that?

Meantime, there is talk that Erland F. Fish of Brookline, of the House, may oppose Luce. Fish is wet. There is talk also that former Mayor Edwin O. Childs of Newton might enter. He is a formidable vote-getter, in his home town. He served for eight two-year terms.

So, the governor's neat signature on the redistricting bill has stirred things up in the Republican party.

What else is there in the record of this session of the Legislature that has important significance for the future? The Hull bridge bill—one of the most amaziug plays that has come before the Legislature in many years. It is recalled that opinion was asked, and received, from the Supreme court of the commonwealth. That opinion declared the bill unconstitutional; and it ended the bill. No one can seriously suppose that the bill would have been passed, had the court found otherwise. Then what is the significance of asking and receiving the court opinion? This: To have killed the bill would have been a specific, isolated act. It would have killed one bill. The course followed did more. It established a precedent for such bills. It not only killed this bill but aborted any future undertakings of similar nature.

Maybe there is some long-reach significance in the bills which legalized Sunday golf and Sunday fishing, and extended the hours during which baseball may be legally played on Sunday; and the bill which legalized the giving of bridge prizes by charitable or religious organizations. This latter ought notably to increase the number of charitable organizations, and of course that's nice. The situation recalls the colored brother who applied for a permit for wine for his church. He had made himself a committee of one to do so. He got along very well until the official casually asked him what kind of wine he planned to use. "Well, suh," he replied, "I reckon I's goin' ter get mos-ly gin, suh."

Surprisingly Smooth Session

So we come to the end of a perfect legislative and executive day. It has been interesting, and informing, to watch the course of events on the Hill these past months, to see how the unusual association of a Democratic governor and a Republican Legislature would develop. It has developed surprisingly smoothly. At the end of the session we find good feeling in the State House; and the governor incontestably stronger than when he entered on his duties.

One curious instance of recent date is this: When the Auditor's department sought an opinion from the Attorney General defining the extent of the powers of his office—this being caused by the

Contd (2) SPRINGFIELD REP 6/14/31

fact that the Auditor's office had been shorn of power in the Alonzo Cook regime—he got this, that though a constitutional office, it comes under the control of the Legislature, which "may establish such duties and powers and may from time to time add or subtract therefrom."

Interesting. If this applies to the Auditor's office, why not also the office of State Treasurer, Attorney General and Secretary—except that for the latter the constitution is specific on some points? Suppose in some future time we were to have a Democratic state ticket throughout—but a heavily Republican Legislature, with politics running high? Great chances here.

Well, the governor has more or less been nominated for President, so we guess he is on his way. When the governor dined that excellent statesman, John W. Davis, this week, Mr. Davis predicted that Mr. Ely would some day be President of the United States. When they first said that about Calvin Coolidge some folks laughed.

WORCESTER TELEGRAM 6/14/31

HOOVER JOURNEY WILL OPEN FIGHT FOR REELECTION

Both Parties Now Working for Election Year Hence—Republicans for Hoover—Roosevelt Discussed

Washington, June 13—(AP)—The trip President Hoover is about to take will usher in a year of struggle within Republican and Democratic ranks for the presidential nomination.

Although the conventions are yet 12 months away, elements in both parties already are pointing toward the day when balloting begins. Many conflicts have been talked of, but developments alone can show the strength of rival candidacies.

"Hoover Again"

As for the Republicans, administration lieutenants this week left little doubt their cry would be "Hoover Again!" Just as plainly, independents of the party have begun maneuvers to prevent a renomination.

Two of Mr Hoover's speeches next week will be before nonpartisan gatherings. In the other, however, he will have a receptive audience for whatever stand he wishes to take on subjects being agitated. This will be at Indianapolis Monday night before the State Republican Editorial association.

Franklin D. Roosevelt continued to be discussed more than any one man as the prospective Democratic nominee. He has made no public statement of candidacy, saying the New York governorship takes all of his attention. But at the same time his admirers have encouraged wider organization of "Roosevelt-for-President" clubs.

Neither has any public mention of 1932 come from President Hoover. This did not diminish the significance attached in Washington to the predictions of his renomination freshly made by some of his closest associates, coming as they did on the eve of his speech-making trip to Indiana, Ohio and Illinois.

President Entrains Today

The last two of those states gave generous majorities to Democrats in last fall's Senate elections, and turned out 11 Republican representatives. Six of the 10 Republicans in the House from Indiana also were defeated.

The President entrains at Orange, Va., late tomorrow for Indianapolis. Tuesday afternoon he participates with former President Coolidge in the dedication of Warren G. Harding's memorial tomb at Marion, O. The Illinois speech is at Lincoln's tomb at Springfield on Wednesday afternoon.

Whatever he says of a political nature from now on is due to be taken as indicative of the course to be followed by those working for a renomination. Chairman Fess of the Republican national committee and members of the cabinet brought the drive into the open at the meeting of young Republicans just held here.

Even before that, a personal friend of the President—Raymond Benjamin, San Francisco lawyer—was identified as active in his behalf. He and the President, too, have been in consultation with party leaders frequently of late.

Opposition Moves

On the anti-Hoover side, friends of Gov Pinchot of Pennsylvania have been in touch with a western senator as to his chances. This was the first active opposition move since former Senator France of Maryland announced he wanted to be named.

Senator Brookhart of Iowa revealed a plan whereby an effort would be made to center administration opponents behind a "progressive." He cited Senator Borah of Idaho first as among those available, as well as Mr Pinchot, Senator Norris of Nebraska and Senator Johnson of California.

The latest development on the Democratic side was indorsement of Roosevelt by Col Edward M. House—adviser to Woodrow Wilson. He reported having found widespread sentiment for the New Yorker.

Only today Mr House honored Roosevelt at luncheon at Manchester, Mass. The occasion was described as purely social, but much interest was attached due to the presence there of other prominent Democrats, including the two Massachusetts senators—Walsh and Coolidge.

There has been some talk of Alfred E. Smith again being put forward for nomination. He has made no statement of position either on that or the availability of his friend Roosevelt in Democratic conventions. As the titular leader of the party, he is bound to be a power in the next convention, especially for the influence he can wield in the huge New York delegation.

Other Democratic Possibilities

The front position of Roosevelt has by no means restricted the field to him. Gov Ritchie of Maryland, former Gov Cox and Newton D. Baker of Ohio, Owen D. Young of New York, former Senator Reed of Missouri, and Senator Robinson of Arkansas, are some of those whose names figure repeatedly in the speculation.

Also, friends of William Gibbs McAdoo—secretary of the treasury in the Wilson cabinet—have been considering the advisability of putting him forward against those candidates who oppose prohibition. Nothing positive in that direction has crystallized yet, however.

With so much in the air and so little definite, Washington is becoming more bereft every day of those who have the most interest in the national situation. Vice-President Curtis has returned to Kansas, and Senator Watson—the Republican floor leader—to his Indiana home. Both are going over the situation in their states thoroughly.

Watson doubtless will have a chance next week to report to the President on what he is finding. Mr Curtis's attitude will be watched closely, especially the decision he will have to make in the months to come on whether to stand for his old Senate seat or seek again to be the presidential running-mate.

WORCESTER TELEGRAM 6/14/31

Penned and Clipped

After seeing General Butler, we can't understand why the war lasted so long.—Portland Oregonian.

There have been whole days recently when no Boston team was in last place. Who says there's no Santa Claus?

Mayor Curley says the country now has ten bootleggers for every soldier. If this is true, they certainly give service in the army.

Five delegates from an Ontario town went to Toronto to protest the cutting of railway service to their town. Of the five it develops three had driven to Toronto in motor cars, one in a bus, and one went by rail.—Detroit News.

"Democracy," says the skeptic, "is a system by which two moronic horsethieves may censor one honest man of intelligence who wants to tell on them." And, says the Democrat, "Autocracy is a system by which one moronic herd-of-horses-thief may censor a thousand intelligent honest men."

LAWRENCE TRIBUNE 6/12/31

CURLEY VOICES VIEWS UPON FOREIGN TRADE

Boston Mayor, Returning from European Trip, Says U. S. Must Make Its Own Markets

NEW YORK, June 11 (AP)—Mayor James M. Curley of Boston returned on the Leviathan today with his daughter, Mary, her friend, Lauretta Bremner, of Chicago, and Edward L. Dolan, city treasurer of Boston, after touring England, Ireland, France and Italy. Mayor Curley was invited to go to Paris with the American mayors by the French line, but said he had made other plans in advance of the invitation. He joined the mayors one day in Paris for lunch.

America cannot look for any encouragement in the way of trade from Europe for at least twenty-five years, he declared. "Everywhere I went in Ireland, England, France and Italy," he said, "I found products of the land itself are alone advocated for purchase and for use. It is no doubt an act of self preservation, but in doing so, it makes it impossible to buy a French product in Italy or vice versa, if there is a similar product to be found in France or Italy, respectively. Everywhere I found a tendency to create home markets for home products to the exclusion of all others, and I think this will go on fo ra quarter of a century, until the debts hanging over them since the World war have been eliminated."

As an antidote he urged America to develop a market for its surplus productions at home.

"We look to the rest of the world to buy our products when we have within ourselves our own markets," he said.

Mr. Curley suggested, as he said he had suggested some time ago to President Hoover, that America must next turn to the development of the Mississippi valley; that its resources and possibilities, as gauged by what the Hollanders have done with the Zuder Zee, are without limit.

"If Holland," he said, "with a population of 8,000,000 can appropriate $200,000,000 for reclamation of land, we might easily set aside three billions to make the Mississippi the great all year around waterway of America, its banks and its tributaries, a field for huge electric developments."

One of the three objects of Mayor Curley's visit abroad was to sound European shipping interests on the question of Boston as a more frequented North Atlantic port. He said that prior to sailing for Europe and had been assured that they were keenly interested in his project to make Boston a port four days distant from Europe.

He said despite rumors to the contrary he believed the North German Lloyd would make such a test with either the Europa or the Bremen and once the proposition were made feasible, other ships and ship lines would be interested. He added that Boston is the only port on the North Atlantic where a passenger may step from the ship to a train and cargo be loaded from the ship into freight cars. He discussed at length projects now afloat for the modernization of the port of Boston.

"In Europe," the mayor said, "we found that they are solving the unemployment problem which is bothering us in the United States. In Italy we found that about one per cent of the population is unemployed and that means nothing because in every country about that percentage will not work anyway.

"In France very few are out of work and Ireland is doing wonderfully. In England there is more unemployment but England is making progress and gradually working out her problems.

The government of all these countries realize that to permit unemployment is to encourage communism and they are expending money for public works, housing problems and on agricultural development, and thus they are combating communistic propaganda."

The mayor was particularly impressed with the beauty of some foreign railroad stations and approaches which he said were grown with shrubs and flowers. He said that in his opinion, such an innovation in America would be a wise move.

The mayor was accompanied on the trip by his daughter, Miss Mary Curley, Miss Loretta Bremer, who was to have wed his late son, James M. Curley, Jr., and City Treasurer Edmund L. Dolan.

BOSTON ARGUS-ADVOCATE 6/12/31

The City of Boston, the vaunted Athens of America, the birthplace of American liberty, is once again under the protecting wing of its versatile Chief Executive—Mayor James M. Curley. Already his hungry camp followers, are whooping it up for him for Governor. Well, well, strange things happen sometimes, but in the opinion of many, his election would be one of the strangest things that might—we say this advisedly—happen. If they told what they really observe, if their brain cells are not "opiated" even Henry Lawlor, Jim Purcell, John I. Fitzgerald and ex-acting Mayor McGrath, would say, we have a few choice seats left on the Curley gubernatorial band wagon. On with the show!

The Boston Post says: "The East Boston airport is no longer a gathering ground for aviation enthusiasts with the vaudeville point of view on flying. Every Sunday last year, crowds had to be roped off, especially in the event of some more or less important arrivals. It's worn off—no novelty." Perhaps Mayor Curley and his band of patriots will introduce some new novelties to arouse the lagging interest on the airport cyclorama. A welcome novelty would be the presence of 20 or 30 East Boston unemployed men there—getting a chance to earn a weekly income to pay bills and feed wives and children.

SALEM NEWS 6/12/31

CURLEY THINKS GOV. ROOSEVELT IS OUTSTANDING 1932 ASPIRANT

Meets New York Executive on Boston Visit; Is Invited to Luncheon Tomorrow at House Residence

NON-PARTISAN

Republicans as Well as Democrats Will Attend Informal Affair at Manchester; At Groton Today

Boston, June 12—Gov. Franklin D. Roosevelt of New York arrived in Boston last night for a "purely family and social visit," he said in an interview at the Hotel Statler a half-hour after he stepped off the train from New York at the South station.

Even at the luncheon given by Col. Edward M. House, political adviser to the late President Wilson, at Manchester tomorrow, the New York [illegible]

Woburn Times 6/10/31

MAYOR CURLEY WILL REVEAL PLANS FOR CUMMINGS ESTATE

Will Consider Woburn Desires First, Says Park Com. W. P. Long in Fine Address

Park Commissioner William P. Long of Boston told an audience of members of the Democratic City Club in Times Hall last night that Mayor James M. Curley of Boston has a proposition to submit to the people of Woburn in connection with the Cummings Estate given to the City of Boston by Mary P. C. Cummings in her will.

Mayor Curley will personally discuss the proposed development of the place as a recreational centre with the people of Woburn before any thing definite is done.

Commissioner Long told his hearers that Mayor Curley had talked it over with him but he felt bound to confidence in the matter and would not intimate what it might be. Mayor Curley will come to Woburn himself and talk it over with the residents of this city, Mr. Long said.

In spite of the pelting rain that continued through the day and evening, Commissioner Long graciously kept his appointment and brought with him a motion picture machine and numerous reels of excellent pictures of the park system of Boston. The pictures were exceptionally clear, full of action and accompanied by an explanation on the part of the Commissioner, made an evening well worth braving the storm to enjoy.

Commissioner Long's courtesy in coming from Boston in such stormy weather was commented upon by Ex-Mayor Philip J. Gallagher, president of the club and he extended the hearty thanks of the organization for his friendly act. Ex-Mayor Gallagher summed up the thoughts of the audience when he said that few outside the city of Boston realize the enormous task that Commissioner Long faces in directing the manifold activities of the Park Department. He expressed surprise at the size of the organization consisting of 1200 employes and the enormous sums spent every year by the city of Boston for recreational purposes.

Ex-Mayor Gallagher expressed the opinion that Commissioner Long's competent handling of this important branch of the city's activities was largely responsible for the success of the park system and he said that it was undoubtedly a source of comfort to Mayor Curley or any other mayor to realize that Commissioner Long is the man at the head of it.

Commissioner Long has spent 35 years in the Park Department of Boston, the past ten years as Commissioner and seven years prior to that as superintendent of the system. He is amply qualified by long years of official connection with the department to direct its activities.

Mayor Curley of Boston will not sanction any development proposition in connection with the Cummings estate and the disposition of the $125,000 trust fund left with the estate until the people of Woburn have first been considered, Commissioner Long declared. Nothing will be undertaken until the residents of this city are satisfied with it, Mayor Curley told the commissioner, the latter said.

Com. Long told his hearers that he had discussed the disposition of her estate with her several times before she died and he asserted that he attempted to induce her to leave it to the City of Woburn.

"In several conferences that I had with the dear old lady," Mr. Long said, "I tried to have her leave the property and the trust fund to Woburn but she insisted that inasmuch as the money was earned by her late husband in Boston, the people of the city from which the money came should be the beneficiaries. She thought to leave [illegible] provide $10,000 a year for maintenance but at present it yields about $4,000 a year."

Mrs. Cummings' thought was that the place could be made into a hospitalization centre for the convalescent mothers and children of Boston, where they could have fresh air, plenty of milk and eggs and wholesome surroundings, but there was not money enough, he said. Mrs. Cummings thought that the fund amounting to about $125,000 would net $10,000 a year but it has dwindled to about $4,000, which was not sufficient, Mr. Long said.

There are several projects that have been considered in connection with the place, including a golf course but this would be of great benefit to the people of Woburn, but of less benefit to Boston. He declared that the estate would lend itself naturally to a beautiful golf course and it could be made a paying project but he thought that it was too far from Boston.

Another proposition, he said, was to have the Randidge Fund excursions for the children come to the Cummings estate instead of down the harbor to Castle Island, but the children want salt water and that would be an objection to coming to this city. He explained that the Randidge Fund excursions formerly went to Rainsford Island and the children were cared for by the prisoners, but Mayor Curley stopped this and had the fund excursions sent to Castle Island instead during the months of July and August.

"Mayor Curley has a plan that he has revealed to me in confidence," Mr. Long said, "that will be of unusual interest to the people of Woburn, but I am not privileged to tell what it is. Mayor Curley is tremendously interested in this estate and he will come to Woburn and tell the people himself what he would like to do, before anything is undertaken there."

He said that Mayor Curley will be only too glad to personally take the people of Woburn into his confidence when he comes here. In the meantime Ex-Mayor Thomas H. Duffy of this city will continue to be the superintendent of the property for the City of Boston.

Commissioner Long showed motion pictures of the park system of the city of Boston, including Franklin Park, the bathing beaches, playgrounds and

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garden spots, including Boston Common and the Public Gardens and he gave some illuminating statistics as to the extent of the operations of the park system.

He declared that Mayor Curley is the most progressive public official in the world in behalf of public parks and playgrounds and he said that the Boston park system is a great tribute to Mayor Curley's consideration and thoughtfulness for public comfort and it is a pronounced reflection of Mayor Curley's love for the beautiful things of nature.

The department has an organization of 1820 employees at the present time, he said, over 300 of them being women and it spends $3,200,000 a year. The demands on the Welfare Department have increased by leaps and bounds to about $8,000,000 from $1,500,000 and because of this unusual demand, he said, all other departments are obliged to restrict their activities to some extent.

He told of the zoo at Franklin Park where the food bill for the birds, animals and fish amounts to $13,000 a week and he said that only fresh foods are allowed to be used. He said that the daily supply list includes everything from raw meat for the lions to peanuts and bananas for the monkey to fresh-caught fish for some of the birds. A veterinarian visits the zoo every day and spends hours there examining every animal and bird.

The residents of Franklin Park zoo are given more attention than the majority of human beings, he said.

He declared that the Boston airport is the finest in the United States and is being steadily improved. He told of the 800 foot long runways and the administration building costing $150,000 that is the finest in the country. He said that the Governor's Island project will allow runways 4000 feet long and he said the hangars at the port, costing $100,000 cannot be excelled at any airport. The airport is another sample of Mayor Curley's progressiveness, he said. The airport has reached the point of saturation, he said, with 100 planes a day being received there.

He said that the Franklin Park Zoo has 900 birds and 500 animals and he showed many of them in the motion picture story. He told of the playground work and how the department tries to please all classes of people from the Scotch bowling greens to the cricket for the natives of the West Indies.

Twenty four tennis courts are in constant use, he said, and the golf course has proved immensely popular. The sports are provided for according to the season, with tobogganing and skating in the winter.

Mr. Long's talk proved very interesting, particularly that part of it relating to the Cummings estate in this city. As a result of his remarks there is much curiosity as to what Mayor Curley will have to propose in connection with the place, in which he will seek the opinion of the residents of this city.

Ex-Mayor Duffy, who was recently placed in charge of the property as the agent of the city of Boston was present at the meeting.

Curley Received by Pope

Associated Press Photo

Mayor James Curley of Boston, (center, rear) when he and members of his party were presented to Pope Pius XI at the Vatican, June 1. Left to right, front row: Miss Loretta Bremner, of Chicago, Ill.; Miss Mary Curley, daughter of the Boston mayor. Rear row: Man in clerical garb not identified; Mayor Curley and Edmund L. Dolan, city treasurer of Boston.

Politics Now Personal

WORCESTER TELEGRAM 6/7/31

Actual and Potential Candidates Bring Flutters as Legislative Session Wanes—Mr. Fuller Causes Guessing, While Governor Gains Strength

By BEACON HILL

BOSTON, June 6. — As the present session of the Legislature shows signs of melting into the summer armistice, personal politics takes on renewed signs of life. The first flickers are on the Republican side. As the case stands at the moment there is a possibility of at least two candidates for the Republican nomination for governor, and at least three for the nomination for second place.

The flutter of Mr. Fuller has stirred up the boys, as it always does. Whenever life grows dull for him all he has to do is to make a speech or issue a statement or write a letter not marked "confidential," and everything is lovely. No man knows now whether or not he intends to enter the race for governor; no one is in his confidence on this important point. It is probable that he does not even know, himself, what he will do in the coming year politically. It is no conclusive sign of his intentions that he takes a whack at all and sundry on and off Beacon Hill, because that is his delight, his pastime, his pleasure, and his avocation. He loves to stir the animals up. Months ago when he was being "mentioned" without authority as a possible candidate for the Republican nomination for the United States Senate, he is reported to have said to a friend:

"Well, if I should decide to run I'd give them the finest Roman holiday they have had since the end of Nero."

Even then he had no intention of running for the Senate, but the prospect of the fun he could have did tempt him. The same attitude exists now with regard to the governorship. It is undoubtedly a fact that he does not want to run for the governorship; he is under no illusions about the office. It is a hard job. It takes something out of any man. He had four years of it and he knows all about the burden. What is in his mind now, undoubtedly, is not a thirst for the office, but a zestful yearning for the congenial exercise of an aggressive campaign. He is tempted to get into the row.

Mr. Youngman's Position

If one could read the mind of William Sterling Youngman one would probably find that if he ever has any nightmares, the figure of Mr. Fuller looms large in them—and that there is no other. When he spoke at Worcester a few days ago he made reference to a member of the Senate "who is expected to run for governor against me"; but we know few who expect any member of the Senate to run against Mr. Youngman in 1932.

The lieutenant-governor did not mention the name of Gaspar Bacon, but it is a safe guess that he was the member of the Senate in mind. Mr. Bacon's plans contemplate running for second place nomination, despite the fact that some of his friends have tried to persuade him to oppose the Youngman nomination—and are still trying.

At the moment, however, there are exactly two seriously considered governorship candidates under general discussion and they are Youngman and Fuller; with the odds that Mr. Fuller will not run.

Could anything occur to alter the intention of the president of the Senate, and switch him from the second place race to a contest for the head of the ticket? Has anything, perhaps, already occurred to cause him to think this over?

Two things have occurred within the past week that must disturb Mr. Bacon, who up till now has had a clear field for the second place nomination. These two occurrences are, first, the statement that Congressman Dallinger will run for the place; and, second, that Herman A. MacDonald, associate commissioner of public works, may also run.

The genesis of these two movements is hazy. A printed statement from Warren Patten, who served some successful and loyal years as Mr. Dallinger's private secretary at Washington, before coming to Boston to practice his profession of law, set the Dallinger story afloat. We may take the Patten statement as a kite sent up to find out what was in the air. The reaction to it has been so-so. It is an obvious escape from the impasse caused by the redistricting bill which brings Dallinger and Luce into conflict for Congress—two exceptionally good men. It is the second suggestion for solution of this problem, the first being that Mr. Luce retire from the congressional race and run for the governorship. That possibility is not yet quite dead, but the pulse is very low.

The Dallinger-Luce Problem

No sane Republican can contemplate without something akin to anguish a duel-to-the-death between Dallinger and Luce. They stand for much the same sort of thing in public life. Both are men of high character and exceptional ability. Both are dry, but neither is a fanatic. Neither would welcome election to any office on that sole issue.

What way can be found to prevent their opposing each other for Congress, and shall yet preserve both in the public service, where public opinion appears to regard them as needed? If Mr. Luce will not run for governor, will Mr. Dallinger run for lieutenant-governor? Or for governor? Which

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WORCESTER TELEGRAM 6/7/31

would be the logical course for Mr. Dallinger—to oppose Youngman or to oppose Bacon?

If he opposes Bacon, the wet and dry issue will come very strongly to the front. Bacon is a militant wet. The issue is pertinent in a congressional nomination or election. Congress has the say on the problem of prohibition.

The case of Herman MacDonald, of Beverly, is different. If he were to enter the race he would presumably do so on the basis of his considerable experience with the affairs of the executive department. He served as governor's secretary under two governors; and no man ever served in that office more loyally to his chief or more industriously in devotion to duty. MacDonald is a glutton for hard work. His chiefs leaned on him and he did not bend. He has a special equipment of knowledge of the burdens and responsibilities of the governor's office.

It is a fact that he has been importuned to enter the race. It is a fact that he is disinclined to do so. Campaigns are costly. Mr. MacDonald is not a rich man.

What would happen were these three to contend for the second place nomination—Bacon, Dallinger, MacDonald? Would there be further entries? Probably.

What Will Mr. Bacon Do?

The case of Gaspar Bacon so becomes of statewide interest. It is true that he seriously considered the advisability of opposing Youngman for first place; and that he changed his mind and decided on second place because this could be done without creating new and unneeded friction in the party. The course towards second place appeared to be free from obstructions. Obstructions now, however, are at hand. This being so, it is within the bounds of human possibility that, if he must have a contest anyway, he would prefer to have it with Youngman for the head of the ticket instead of with Dallinger or MacDonald, or both, for second place.

Mr. Youngman invites opposition. When he journeyed up to Worcester to address the Harmony club—of all places, "Harmony!"—he issued what amounted to a challenge to a fight. Thus far his course towards the first-place nomination has been fairly free from obstacles. The flurry in the Senate over his office staff and expenses, to which he made emphatic and personal reference in his Harmony (!) speech Thursday evening, is a dead horse. The vote was decisive and adequate. Most folks had forgotten all about it. He had won a smashing victory. He is not content with that. He seeks to lift the corpse of this incident from its grave, and use it to dare any and all to come on and fight it out. His Worcester speech was plainly a fighting speech. He dared his foes. He named his "enemy" if not by name yet so clearly that none missed the reference. He issued a challenge to Bacon to get into the fight.

Governor Ely's Strength

Meantime, what is going forward on the Democratic side? Governor Ely is going through a curious process. He is strengthening himself, generally speaking; but is he strengthening himself for a contest for the nomination in his party primary? As we gauge his progress in the gubernatorial office, he is making himself stronger in a election contest, but not so in a primary contest. There are two interesting truths in practical politics with office as the goal. One is that before one can be elected he has to be nominated. The other is that a nomination won in such a way that the chances for election are demolished or minimized is not of much value. That is the dilemma before Mr. Ely—assuming that the stories of his being voluntarily a one-term governor are not true, and assuming that he is now, or will be, favorably inclined towards trying it again.

Mr. Curley is commonly regarded as the one man in the Democratic party who is entertaining thoughts of trying the personal issue with Ely at the next Democratic primary. Mr. Curley is in foreign lands; but he will soon be home. He is a strong man in politics. He was not friendly to Ely in the pre-primary situation. He has an unquestioned right to oppose him at the next primary if he desires to do so.

Governor Ely is showing interesting human qualities as governor. Nothing could have been more informal or more whimsical than his veto message returning the bill to raise the pay for the State House janitors from $1440 to $1650 per year. His argument, that this is no time to be raising salaries, is sane enough. It is the obvious argument. This is the revealing section of his veto message:

"It may be complained that in approving a bill increasing the wages of scrub-women I have departed from the principle of this veto. That is probably correct, and the only justification of it is that I allowed my heart to rule my head."

That paragraph sticks out. As a bit of reasoning it is slight. As a revelation of the man it is eloquent. As a gesture it is impressive. It will lose him no votes.

The Boxing Bill

Not long ago he showed a similar glimpse of himself in his comment on the boxing bill, which he returned to the Legislature with suggestions for alteration. The bill allowed three fouls in a match. The governor's comment was: "Without in any way attempting to qualify as an expert, but simply expressing a common-sense opinion, it seems to me that to permit one of the contestants to strike three foul blows . . . may lead to most unfavorable results and permit a losing contestant to rehabilitate his chances of an ultimate decision through the use of a deliberate foul."

That's very sane; and to it he added the general observation, also self-revealing: "It is my personal theory that too many rules spoil any game."

It has been interesting to observe the course and the manner of this Democratic governor. He occupies the office under unusual conditions. For the past decade the office has been held almost by rule. Mr. Coolidge came up through the lieutenant-governorship from the presidency of the Senate. Mr. Cox, from the speakership. Mr. Fuller elbowed in an exception to the regular rotation—to the lasting disgust of the friends of Joseph Warner. The old order returned in the person of Frank G. Allen, as regular as a watch.

Last fall there was an overturn, and in galloped a Democrat from what Mr. Ely likes to call, in his informal speeches, "the sticks." He had had no previous state government experience. He had no ties with the Legislature; no obligations, debts, promises, political responsibilities, [illegible]

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WORCESTER TELEGRAM 6/7/31

not even so very regular in his own party. Many Boston Democrats regarded him, and probably still regard him, as a rank outsider.

Thus he is in office under unusual and almost unprecedented conditions. He owes nothing to the majority of the Legislature. He does not owe very much to the practical wing of his party. He is working out his own salvation.

WORCESTER GAZETTE 6/5/31

6 Curley Chats in Paris

(Associated Press Photo)

Mayor James M. Curley of Boston, shown in conversation with an English-speaking French policeman in the Place Vendome, Paris, France.

CURLEY IS SAILING FOR BOSTON TODAY

PARIS, June 5 (INS)—Mayor James Curley of Boston, who has spent the past few weeks touring Europe, will board the S. S. Leviathan today to return to the United States.

The Boston mayor arrived in Paris from Rome yesterday two and a half hours late because his train was detoured through Nice because of an Alpine landslide that blocked railway communications.

Mayor Curley, who was received while in Rome by Pope Pius XI, Premier Mussolini and King Victor Emanuel, said he found each audience highly instructive.

GALETTA DEL MASSACHUSETTS, JUNE 6, 1931

SNUB TO LIEUT. GOV. YOUNGMAN SHOWS FORCE OF OPPONENTS

The deliberate affront of the Ancient & Honorable artillery company to Lieut. Gov. Youngman, by insistence that he should not represent the Commonwealth at the review of the command in its annual June parade, adds another to the slaps which this candidate for the Republican nomination for governor has been dealt in recent months.

The acquiesence of Gov. Ely to the plans of the veteran military organization was indicated by his designation of Secretary of State Cook to officially represent the Commonwealth and it showed that the Democratic governor is not averse to taking a political shot at the omnipresent Youngman.

Mr. Youngman considers himself the leader of the Republican party in Massachusetts because he was a victor in the last state election. That he has never been recognized has not lessened his claim to leadership. He appears to lack the support of the outstanding party leaders, both those who have failed to achieve success in recent campaigns, and the other group who have been clamoring for a chance to demonstrate their qualifications to lead the party to success in 1932.

Democrats believe that Gov. Ely would overwhelm Youngman and it is no secret that Mayor Curley, who has gubernatorial aspirations. harbors the idea that he could easily defeat the man, whom he refused to invite to attend the municipal dinner to the Japanese prince and princess who visited Boston some weeks ago.

Youngman has courage. He gets around. He has been touring the state for months in an effort to stimulate interest in his candidacy for governor. It is not beyond the realm of possibility that even with the opposition of the Ancients and the recognized party leaders, the voters may delegate him to oppose Gov. Ely or whoever the Democrats choose in the 1932 primary.

Political talk is at a low ebb but the activity of Ex-Gov. Fuller, whose attitude on the recently enacted Elevated bill has failed to explain why nothing was done during his administration, is assumed to mean that he has more than a casual interest in the Republican gubernatorial primary next year. Mr. Fuller seems to delight in criticising legislative decisions although he offers himself as an unmissable target for whoever wants to take up the cudgels on the Elevated control bill.

Then there is Ex-Gov. Allen who is still smarting under the sting of his unexpected defeat by Ely last year. He is reported to be anxious to obtain vindication. His political prestige has suffered, however, because of his almost complete withdrawal from activity but it would not require many months for him to re-establish himself as an important factor in the Republican party.

If either Allen or Fuller should oppose Youngman, there would be a real battle for Republican voters The strength of Youngman is probomatical. He talks much and on a variety of subjects but the effect upon the voters can only be imagined.

PORT NEWS JUNE 6, 1931

Curley Committee of 100 Being Chosen to Aid in Waterways Welcome

A committee of about 100 port boosters is being chosen by Mayor Curley, to prepare for the arrival here next October 5, of the 800 delegates of the Atlantic Deeper Waterways Association.

There will be several sub-divisions of the big committee, such as for entertainment, finance, excursions, hotels, publicity, reception, transportation, etc. A special meeting of the group will be called for the middle of June by the Mayor upon his return to Boston.

All prominent port organizations and others are to be represented. The headquarters will be at the Hotel Statler. A trip through Cape Cod Canal is being tentatively arranged as one of the many events.

Frank S. Davis of the Maritime Association, a vice president of the A. D. W. A., was very instrumental in obtaining this important convention.

LAWRENCE TELEGRAM 6/6/31

Curley Praises Il Duce, Raps Hoover

"Mussolini Wonderful Head of a Nation," Says Boston Mayor—King of Italy Glad to Meet Curley Because He Was Not a "Yes Man" He Reports

PARIS, June 6, (UP)—Mayor James M. Curley of Boston, on his way home after a tour of the British Isles and Europe, lauded Premier Benito Mussolini and King Victor Emmanuel of Italy today.

Curley criticized President Hoover and Secretary of Treasury Mellon in an interview prior to the departure of the boat train to the Liner Leviathan on which he is returning to the United States.

"Mussolini is a wonderful head of a nation," Mayor Curley said. "Hoover is just the opposite type. Mussolini believes in spending public money for public good, offering advantages and opportunities and thereby providing employment.

"Hoover's activities are directed by Mellon, who is still living in the Civil War period.

"King Victor Emmanuel is a kindly, well disposed gentleman, he told me he was glad to meet somebody who was not a 'yes man.'

Mayor Curley was received by Mussolini and the king in Rome recently. He also had an audience with Pope Pius XI.

BROCKTON ENTERPRISE 6/6/31

Curley Lauds King, Il Duce, Raps Hoover

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SALEM NEWS 6/6/31

MINOR MENTION

Nevada is threatened with a plague of grasshoppers. They can light on the divorce seekers that throng the streets of Reno without causing any great outcry of sympathy around here.

Delay in constructing school buildings, it is said, may keep 2500 children in Boston out of school this fall. Probably the children would consent to go to the movies every afternoon as a substitute.

Mayor Curley of Boston has presented Premier Mussolini with an Irish blackthorn. The mayor would better be a little sparing in the way he distributes these gifts. From the present appearance of Massachusetts politics, all those blackthorns are going to be needed in this state.

The new Spanish government has abolished the titles of 2600 members of the former nobility. When times become normal again in this country, we could probably use a number of dukes, marquises, counts, etc., to operate our street cars and drive our automobiles and trucks.

FALL RIVER HERALD-NEWS 6/6/31

Curley Has Praise for Italian Premier

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SPRINGFIELD NEWS 6/6/31

CURLEY COMPARES MUSSOLINI, HOOVER

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EAST BOSTON ARGUS-ADVOCATE, JUNE 6, 1931

THE NEXT GOVERNOR

Self Appointed Experts Already Picking Republican and Democratic Leaders

BACON vs. YOUNGMAN

Might Provide G. O. P. with Merry Struggle. Many Believe that Curley Will Oppose Ely

Already it appears, that the self appointed slate-makers of both of the major political parties have decided—in their own minds—whom the Republican and Democratic standard bearers shall be in 1932. It is to be hoped, that the prognostications of one of the supposed keenest political journalistic observers in this city, Robert L. Norton, does not reflect the sentiment or foreshadow the action at the polls, of the voters of this state. We would dislike very much to believe that the Hon. Gaspar G. Bacon, who owes all that he has attained in politics to the Republican party, would be a party to any scheme whereby the present Lieut.-Governor, Hon. William Youngman—who is a gentleman, the insinuations of Mayor Curley to the contrary notwithstanding, would be "killed off," as it is so diplomatically called, by the acquiescence of Bacon to the honorable (?) motives of so-called Ely Republicans to not stand in the way of Lieut.-Gov. Youngman obtaining the Republican nomination for Governor and not to interfere with their presumable pernicious intentions to thrust the stiletto into him at the state election of 1932.

Bacon Must Watch His Step

It is to be hoped—yes indeed it is expected—that the Hon. Gaspar G. Bacon will live up to the reputation that his official designation implies. Believing as he does, in rotation in office, to which the Republican party of Massachusetts has almost always invariably subscribed, it is inconceivable, how he could be so indiscreet, as to jeopardize his own chances to fulfill his well-known ambition to be Governor, by a "chiming" in with supposed "regular" Republicans in their purported intentions to "knife" the regular candidate of the Republican party of Massachusetts, if that candidate should be Mr. Youngman. If the suspicion, or imputation, that the president of the Massachusetts Senate be so inclined, is verified, that verification can only be readjudicated by a statement from Mr. Bacon that he has reconsidered his intentions (if he really has such a fantastic idea in his mind) and will stand no nonsense, no political racketeering from members of a party whose principles are supposed to be synonomous with the highest ideals of Americanism. If on the other hand, he remains mute, it is by no means unbelievable, that the rank and file of the Republican party in this state will take no uncertain chances with him, but will nominate another than Bacon, for the second place on the ticket, in which case Mr. Bacon's aspirations to fill the office of Governor, along the lines of "rotation in office," would receive a rude jolt that might endanger, if not destroy, his chances of ever being elected Governor.

Direct Primary System Still Holds

We still have the direct primary system for the selection of candidates to hold office in this state. As that mandate still holds, it is to say the least, crude if indeed not positively absurd that the jealous, selfish, envious wishes of the Bacon group—so-called—can dominate the minds of the Republican voters at the primaries. We respectfully submit that Mr. Youngman has made good in his office, and by all the accepted criterions of analysis he should make good as Governor. He is, undoubtedly, the logical candidate of the Republican party for Governor of the Commonwealth.

Gov. Ely Not Too Secure

What seems to be evolving on the other side, in the camp of the unterrified legions of the Democracy of Massachusetts, with "gentlemen leaders," as intellectual exponents and metaphysical apologists for the brazen expressed sentiments of Constitutional nullification? From all acounts it is pretty plainly discernible that the Tammany cohorts famished, as they claim, from a lack of patronage nourishment, are inclined to put the high sign on the Hon. Joseph B. Ely, who has incurred their displeasure by not agreeing that political quackery, electioneering, jugglery and character assassinations, constitute the principal prerequisites for receiving the fruit of the plum tree.

Curley for Governor?

According to Mr. Norton, and others who could be quoted, a movement is already on foot to launch a boom for the non-partisanally elected Mayor of Boston, Hon. James M. Curley, now enjoying a little relaxation from his high-minded reflections, on the other side of the big pond, for Governor, for which he was defeated several years ago by the Hon. Alvan T. Fuller, by a meager offset of 75,000 votes. There is no doubt that Mayor Curley, who has already modestly stated that he expects some time to be Governor of Massachusetts, if he could bring himself to believe that the Democratic political soothsayers, who are booming his gubernatorial aspirations, have read correctly the horoscope of Roxbury's "Child of Destiny," would not let the matter of that familiar phrase of the democracy—one good term deserves another—the exploitation of which he has used himself for his own advantage while running for city council, state representative, alderman, congress and mayor, stand in the way of his own emulatory (?) desire for self-aggrandizement and despotic power. In the remote event of the Hon. James Michael Curley being elected Governor, it would be by no means certain that some of his most enthusiastic supporters would get the "spoils" they are already clamoring for, as witness the absence of tangible appreciation by Curley for many who were with him for Mayor against Mansfield. Of course in that regard Curley could reconcile that un-Tammany formula of political science. by easing his conscience, affirming that his triumph was due more to renegade Republicans, than to straight (?) Democrats. In former years it was the honeyed phrases of "Doctor" John F. Fitzgerald that largely swayed the minds of the militant democracy. Now it looks as though it is the plausible forensic and transcriptional emanations of "smooth Jim Curley" that hypnotizes them. Who can tell!

It is welcome news to learn that Commissioner Long will make efforts to beautify the various East Boston parks, which for the past several years have been eye sores. In his letter to Mayor Curley, Mr. Long expressed the wish that once these parks had been placed in proper condition they might remain that way. One can visit practically any other Boston district and find parks with fine plots of grass and varied types of flowers growing, and there are just as many boys and girls in those sections as in East Boston. It isn't so much that the youngsters are hard-boiled, but rather that they don't know any better. If the parents would teach these children to respect other people's property, our parks would look infinitely better. If they would stay off the grass plots and give them a chance to grow, and find some other diversion other than trampling down wire fences around the parks, East Boston would present a more attractive appearance. Let's hope that once the parks have been re-seeded, they will be permitted to remain that way.

SPRINGFIELD UNION 6/2/31

Curley Sees Pope and Mussolini

Boston Mayor Discusses Economic Problems with Duce.

ROME, June 1—(AP) After a personal interview with Pope Pius XI. during which he received a silver medal from the pontiff, Mayor James M. Curley of Boston, Mass., today was received by Premier Mussolini at his office in Venice Palace.

Mgr. Spellman of Whitman, Mass., presented the Mayor and his party to the Pope, who greeted them cordially. Mr. Curley was questioned closely about the condition of Catholic schools in Boston.

Mussolini and the Mayor discussed economic and industrial problems. The Duce emphasized the importance of sound agricultural conditions for the welfare of countries. He advocated international exchange of data as a means of preventing overproduction of any commodity.

The Premier was much interested in Mayor Curley's plans for economic studies in Boston. He agreed that public works were the best method of relieving unemployment.

The Boston party later was entertained at tea by Prince Boncompagni, Governor of Rome.

SPRINGFIELD NEWS 6/2/31

WOULD NAME TRAFFIC TUBE FOR EDWARDS

Boston, June 2 — The Boston city council had a short session yesterday. Before adjournment for two weeks the council passed an order requesting Mayor Curley to consider the proposal of recommending to the Boston Transit commission that the new East Boston traffic tunnel be named in honor of the late Gen Clarence R. Edwards.

BRIDGEPORT POST 6/3/31

KING RECEIVES CURLEY

ROME, June 3.—(By Associated Press) King Victor Emmanuel received Mayor James Curley of Boston in a 30 minute audience today.

Mr. Curley said later the king was greatly interested in America and her problems and showed himself thoroughly conversant with economic conditions there. The audience was conducted entirely in English, which the monarch speaks perfectly.

BURLINGTON, VT., FREE-PRESS 6/3/31

ITALIAN KING GREETS CURLEY

Boston's Mayor Finds Emmanuel Conversant With American Affairs

ROME, June 3 (AP)—King Victor Emmanuel received Mayor James M. Curley of Boston in a thirty minute audience today and discussed with him the problems of unemployment and relations between church and state in Italy.

Mr. Curley said later that the king was greatly interested in America and her problems and showed himself thoroughly conversant with economic conditions there. The audience was conducted entirely in English which the monarch speaks perfectly.

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CONCORD, N.H., MONITOR 6/3/31

"EMPRESS OF BRITAIN" AND BOSTON TERMINALS

Mayor Curley of Boston has been taking advantage of his trip to Europe with other American mayors to seek to induce German steamships to establish terminals in the Hub, as already indicated in this column.

This is a commendable move and is thoroughly in line with our insistence that Boston could be made a great port. But why should Boston go abroad to seek assistance for the development of terminals, when it has greater possibilities at home and wholly within practical reach?

We have shown that by inducing the Boston and Maine to provide permanent running rights into Boston for the two Canadian trunk lines and gaining other transcontinental rail connections Mayor Curley could increase traffic so that great steamship lines would of their own accord make every effort to secure Boston business.

This is especially true of the Canadian Pacific, which we regard by all odds as the greatest transportation system in the world. There are other great railroad systems, but the Canadian Pacific in addition to its more than 20,000 miles of railway and its great chain of magnificent hotels like Chateau Frontenac in Quebec operates a vast fleet of steamships on both the Atlantic and the Pacific Oceans as well as in other waters.

Those of our readers who accompanied Governor John E. Weeks to the meeting of the Vermont State Chamber of Commerce at White River Junction will recall the inspiring address delivered on that occasion by Chairman and President E. W. Beatty, whose tremendous service has so largely expanded the Canadian Pacific's different departments.

It developed at that meeting that the Canadian Pacific acquiring of the right to operate the line from Newport to Woodsville was simply an earnest of that system's desire to reach a port on the Atlantic, where it could establish a great terminal that would be available especially in winter when the St. Lawrence contends with ice.

Anybody who has studied railroading and rail economics knows that the mere fact the Canadian Pacific passenger trains run over the Boston and Maine rails into Boston by sufferance of the latter corporation is no inducement whatever for the Canadian Pacific to spend a dollar in terminal facilities at the Hub. Many unexpected things may happen to railroads as well as other fields of service and activity.

The Boston and Maine stock is being rapidly purchased by the Pennsylvania Railroad interests, both directly and through the Pennroad Corporation as well as the New Haven ownership of stock, which it in turn is also rapidly acquiring. Whenever the Pennsylvania gains absolute control of the Boston and Maine and the New Haven and establishes

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CONCORD N.H., MONITOR 6/3/31

"Being the largest ship ever to ply between any two ports in the British Empire, the largest to ever sail up the St. Lawrence and the first ever to drop anchor at the new docks, it is not surprising that people should turn out in thousands to greet her. It is also not surprising that several of her passengers have already taken reservations for her world cruise, for who, after ever seeing her, could help but submit to her charms?"

The part which the Canadian Pacific takes in promoting great interests is evidently appreciated in Canada, as indicated by the throng assembled to greet the Empress of Britain as well as by the manifold expressions of approval in the press and otherwise.

You naturally ask what does all this mean for New England? The Montreal Gazette, which had a representtive on the maiden trip of the Empress of Britain writes:

"During the winter months when the St. Lawrence river is closed for navigation, the Empress of Britain will set out on a world cruise and will visit many parts of the globe, carrying the name of Canada to the ends of the earth.

Does it require a large stretch of imagination to see Boston as the winter port of landing for the Canadian Pacific steamships, if the Canadian Pacific railway could be assured of a permanent entry for its tracks to the Hub? If business is what Boston wants in place of petty rail politics, here is a great opportunity for Mayor Curley.

JOHN L. SOUTHWICK.

THE HEIGHTS, MAY 27, 1931

GOVERNOR ELY AND MAYOR CURLEY PRAISE NEW VOCATIONAL BUREAU

The new vocational bureau started by the Alumni body has invoked comments from both the Governor and Mayor, as is evidenced by the following remarks:

Commenting on the new department, Gov. Joseph B. Ely said: "This movement, launched at a time when college men everywhere are finding it increasingly difficult to apply their talents and abilities in productive enterprise, is worthy of high commendation. It is calculated to aid the undergraduate during the formative period of college life in selecting the forms of business or professional activity for which he is best fitted, and upon graduation to assist in placing him there. Such bureaus have been established in many of the larger institutions of learning throughout the country, and have proved of inestimable value, not alone to the students, but to the business community. The organization of this new department will, no doubt, be met with the full measure of public response vital to its existence, and to which it is justly entitled."

Mayor James M. Curley said: "The establishment at Boston College of a vocational guidance bureau represents one of the most important steps that an educational institution can take for the spiritual and physical well-being of its students. A vocational guidance bureau gives an A. B. degree a value which it otherwise would not represent. Such a bureau affords opportunity for those in charge to furnish the students about to engage in life's battle with the valuable information they themselves have received. It presents opportunity for the coordination of classical education and practical experience in some particular line of activity for which the particular individual is best fitted."

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CONCORD N.H. MONITOR 6/3/31

land, it will be in a position to dictate absolutely to the Canadian Pacific, which parallels it for hundreds of miles and is therefore a strenuous competitor. The same thing is true of the Canadian National service to Boston.

It is highly significant in this connection that while other trans-Atlantic steamship companies are taking off ships on account of the dropping off of patronage President Beatty is enlarging his fleet and is increasing speed and improving service with the certainty that he will thus make the Canadian Pacific fleet more popular.

We ardently admire people who can do things. This is especially true of those who can do great things. We believe the adoption by Boston and New England of policies that would mean the establishing of a great steamship and railway terminal in or near the Hub would be the greatest material development that could possibly come to us.

The greatest need of all New England at this moment is the spirit of expansion. The Canadian Pacific under the brilliant direction of President Beatty is shown precisely the spirit of expansion New England needs. Such an extension of service would mean much for the Dominion as well as New England. Both regions would profit.

When our party recently sailed from Glasgow to Belfast, the famous center of the Irish linen industry, we enjoyed a close-up view of the latest addition to the Canadian Pacific fleet, the "Empress of Britain." The first thought that came to us when we witnessed that splendid ship, was that "Here is another evidence of what the Canadian Pacific serivice would mean for New England.

The younger part of our group had bought return passage over the Canadian Pacific line, and they promptly decided that here was the ship on which they ought to make the return trip. Oliver R. Eastman of that party has favored the Free Press with a picture of the return trip which follows:

"Duing the greatest ovation that ever welcomed any ship landing at Quebec, the spotless white Empress of Britain gracefully pulled alongside the new C. P. R. docks, her maiden voyage most successfully completed. It is understood she even exceeded the high expectations held for her and from the expressions of all on board, she undoubtedly captured the heart of each and every one of her passengers.

"The ship itself is nothing less than a de luxe hotel with qualities one would have to go far to surpass. Each of her magnificent public rooms was designed by a different person, giving each an original touch while they all still vie for the honors in beauty. From the full size tennis court down to the picturesque Olympian pool it is easy to see nothing has been spared which could add in any way to comfort or beauty.

"On the whole trip there was nothing to call to one's mind that it was a maiden voyage, for everything went off like clockwork, she docked like a veteran. From the farewells at Southampton to the welcome at Quebec, nothing went amiss. The fact that everything was run off well caused much favcrable comment.

"The crowning point of the whole trip, as might well be expected, was the last lap up the St. Lawrence. Beginning with the first view of a greener green than any other part of the world can boast, the setting was perfect and one thrilled at the thought of the spectacle she must afford to those lining the banks. When only the Chateau Frontenac was visible against the setting sun, the shouting and cheering came clearly to all on board welcoming a new conquerer.

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LOWELL COURIER-CITIZEN 6/5/31

Distaste for further association with some of his fellow American mayors is reported to have cut short Mayor James M. Curley's stay in Paris. He has evidently discovered why it is that Americans are in such disfavor abroad—largely because of the kind of people who misrepresent us at public gatherings and in private transactions. The incident somehow reminds one of the crack of the megaphonist on a rubberneck wagon: "We are now in the town of Brookline. It is the richest and best governed town in New England. It has no mayor or board of aldermen." Boston, of course, except for the "strange interlude" of a recent mayoralty, has been, as a fact, singularly fortunate in its mayoral administrations of this century. Mayor Curley, rubbing elbows at Paris with the chief executives of common or garden American cities, appears to have been ashamed of them and to have decided not to be seen any longer than was absolutely necessary in such company.

BOSTON SUN 6/5/31

Mayor Curley Boards Liner For U. S. Today

Paris, June 5 (INS)—James M. Curley, Mayor of Boston, Mass., who for the past few weeks has been touring Europe, will board the U S S Leviathan today to return to the United States. He arrived in Paris from Rome yeserday two and a half hours late because of a detour caused by an Alpine landslide that blocked railway traffic.

ATTLEBORO SUN 6/5/31

CURLEY ON RETURN

Paris, June 5 (AP)—Mayor James M. Curley of Boston, Mass., his daughter Mary and Miss Henrietta Bremmer of Chicago, left for Cherbourg today to board the Leviathan which sails for New York this morning.

NEW YORK TIMES 6/2/31

MAYOR CURLEY GETS MEDAL FROM THE POPE

Boston Executive Received at the Vatican and Also by Premier Mussolini

ROME, June 1 (AP). Following a personal interview with Pope Pius XI, during which he received a silver medal, Mayor James M. Curley of Boston was received today by Premier Mussolini at his office in the Venice Palace.

Mgr. Francis J. Spellman of Whitman, Mass., presented the Mayor and his party to the Pope, who greeted them cordially. Mr. Curley was questioned closely about the condition of Catholic schools in Boston.

The silver medal presented to Mayor Curley was inscribed: "To the Citizens—Vatican City. Year One of Its Freedom."

The Pope presented a similar medal in bronze to Edmund L. Dolan, City Treasurer of Boston, and rosaries to Miss Mary D. Curley, the Mayor's daughter, and Miss Lauretta Bremner of Chicago.

Premier Mussolini and the Mayor discussed economic and industrial problems. The Premier emphasized the importance of sound agricultural conditions for the welfare of countries and advocated international exchange of data as a means of preventing overproduction of any commodity.

He was much interested in Mayor Curley's plans for economic studies in Boston, and agreed that public works were the best method of relieving unemployment.

The Boston party later was entertained at tea by Prince Bocompagni, Governor of Rome.

PORTLAND PRESS-HERALD 6/1/31

Pope Puis To Receive Boston Mayor Today

Curley Places Flowers On The Tomb Of Italian Unknown Soldier

Rome, May 31—(AP)—Mayor James M. Curley of Boston, Mass., who arrived in Rome Sat. night, placed a bunch of roses on the tomb of the Italian Unknown Soldier today in the name of millions of Americans of Italian origin.

He attended mass in St. Peter's Cathedral and had lunch at the American College which celebrated its feast-day.

Tonight the Boston executive dined with Mrs. Nicholas Brady. He is accompanied by his daughter, Miss Mary D. Curley, Miss Lauretta Bremner, of Chicago, and Edmund L. Dolan, city treasurer of Boston. The party will be received in an audience with Pope Pius Monday and on Tuesday the Mayor will be received by King Victor Emanuel.

WALTHAM NEWS-TRIBUNE 6/3/31

Keep them at home.

Mayor James M. Curley did well to place the mountains between him and that bunch of American mayors who are traveling in France and, if dispatches accurately picture their actions, making themselves ridiculous at every stage of their journey. There is such a thing as courtesy which can be observed even by a mayor who is thoroughly impregnated with the spirit of the Eighteenth Amendment or another whose eloquence is so clamorous for expression that it cannot be restrained even in the face of the decorous tradition of the country which is his host.

If the antics of the collection of Babbits have been accurately reported, French opinion of the people of the United States will not be raised. The trouble is that they will be accepted as typical of the American people, a gross injustice to the great body of Americans who, whether dry or wet, eloquent or silent, rich or poor, have decency enough to keep their opinions to themselves where they will be obnoxious, and to observe the amenities even if they have to bottle up their superfluous oratory till they can discharge it where it will do no harm.

FITCHBURG SENTINEL 6/3/31

Curley Sees Italy's King

ROME, June 3 (AP)—King Victor Emmanuel received Mayor James M. Curley of Boston in a 30-minute audience today and discussed with him the problems of unemployment and relations between church and state in Italy.

Mr. Curley said later that the king was greatly interested in America and her problems and showed himself thoroughly conversant with economic conditions there. The audience was conducted entirely in English, which the monarch speaks perfectly.

The king said he believed that Italy had done remarkably well in planning a program of public works for solving unemployment and in giving investors an opportunity to place their finances.

WORCESTER POST 6/3/31

King Victor Talks With Mayor Curley

Believe Religious Difficulties Will Soon Be Settled

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Mayor Curley expressed his admiration for Italy's action in halting the march of Communism and for the settlement of the Roman question two years ago. He said he believed the present religious difficulties would be settled at once.

The continuance of the impasse, the mayor said, might affect Italy's tourist trade amounting from $150,000,000 to $220,000,000 yearly and might also have an unfavorable effect on world public opinion.

"The king seemed quite in agreement," Mr. Curley said. "I am satisfied from his manner that the matter is in process of adjustment and is not serious."

WORCESTER TELEGRAM 6/2/31

MAYOR CURLEY IS RECEIVED BY POPE

Given Audience by Mussolini Later

ROME, June 1 (AP)—After a personal interview with Pope Pius XI, during which he received a silver medal from the pontiff, Mayor James M. Curley of Boston, Mass., today was received by Premier Mussolini at his office in Venice palace.

Monsignor Spellman of Whitman, Mass., presented the mayor and his party to the Pope, who greeted them cordially. Mr. Curley was questioned closely about the condition of Catholic schools in Boston.

Mussolini and the mayor discussed economic and industrial problems. The Duce emphasized the importance of sound agricultural conditions for the welfare of countries. He advocated international exchange of data as a means of preventing overproduction of any commodity.

The premier was much interested in Mayor Curley's plans for economic studies in Boston. He agreed that public works were the best method of relieving unemployment.

The Boston party later was entertained at tea by Prince Boncompagni, governor of Rome.

LAWRENCE TRIBUNE 6/3/31

MAYOR CURLEY HAS AUDIENCE WITH KING

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LOWELL SUN 6/3/31

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NORTHAMPTON GAZETTE 6/3/31

CURLEY SEES KING OF ITALY

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NEW BEDFORD STANDARD 6/3/31

KING OF ITALY RECEIVES MAYOR CURLEY OF BOSTON

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LYNN ITEM 6/3/31

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SALEM NEWS 6/2/31

MINOR MENTION

This scheme for a bridge from Boston to Hull may be all right, but if any promoters are contemplating asking the state to back up a proposition for a bridge from there to Provincetown, there are some of us around here who will kick.

Many of the chief executives of the various states are attending the governors' conference at French Lick Springs. The news reports have not yet indicated that the people of their respective states are behaving any worse because of the absence of these chief magistrates.

If the legislators can't find any means of raising the money for the old age assistance act, they might give the aged some assurance of their regard and friendship, by sending them checks drawn on some bank where the commonwealth has no money deposited.

The "wets" claim that the amount of money spent for liquor exceeds that spent for automobiles, and anyway, judging by the way many cars are driven, a good many of the same people are spending money for both purposes.

Secretary Mellon complains of the tax system, in that it depends too much on the income tax, which fluctuates too much with good and bad times. But an attempt on his part to re-enact the so-called nuisance taxes would not help him any to win a popularity contest.

The farmers of the United States are all willing to assist the wheat reduction plan by giving it their moral support, each farmer expressing hearty approval of other folks who do the reducing, while tucking in a few extra acres himself.

Mayor Curley of Boston is sending 89 shilalahs home from Ireland to his friends. One can venture to hope that he has exercised care in choosing the recipients of these clubs, as the New England climate does not grow skulls quite thick enough to meet the active use of the same.

The Tuam Herald.

Fiat Justitia Ruat Cœlum.

SATURDAY, MAY 23, 1931.

Mayor Curley of Boston Descendant of a Tuam Man.

Mayor Curley, of Boston, who is now on a visit to this country, and was in Tuam on Sunday evening last, belongs to Tuam and not Salthill, Galway, as erroneously stated in a local paper. His father was born at Claudulusk, a few miles from this town and was on a visit here some 30 years ago. He was then the guest of the late Mr. Michael Corcoran, and his brother, Dan, who is happily still with us. Mayor Curley is closely related to the Corcoran family, and also Mr. Patrick Curley, of Cummer, and Mr. Daniel Corcoran of Togher, Tuam. Mayor Curley speaks Irish fluently having learned the language from his parents in America. He has been now for years Mayor of Boston and in two years' time, when he has completed his present term of office, he will be in the Mayoral Chair twice as long as any previous holder of the office.

NEWARK EVENING NEWS, JUNE 5, 1931

For Boston-Cork Harbor Travel Link

Mayor Curley Confers with Irish Free State Officials on Project for Steamship-Airplane Service to Cut Running Time

DUBLIN—Mayor James M. Curley of Boston is the latest recruit to the ranks of Americans who have evolved projects for the development of an Irish port and, by means of connecting airways, for making it the gate to Europe. Of the several plans mooted in the last five years, that of Mayor Curley would appear to be the least exacting as to expenditure by the Irish people, and the most practical in every other direction.

Recently Mr. Curley discussed his plan with the Lord Mayor of Cork and the chairman of the Cork Harbor commissioners and both of these gentlemen have been very favorably impressed. Most of the preceding schemes were huge in proportions and involved costly financing. The promoters in each case were willing to be responsible for the bulk of the capital but, in the final analysis, the risk as far as this country was concerned was regarded as too great and the sequel might well be external control and ownership.

Mayor Curley's proposals, on the other hand, involve no risk. Nor did he come to Ireland with the intention of imposing responsibilities of any great magnitude. On the contrary, from what he stated, it was gathered that he and his associates, while willing to give the Irish a financial interest in the undertaking, would not make it conditional on the carrying out of the scheme.

For Four Days' Run.

Briefly, the plan is to establish between Boston and Cork Harbor a service of fast express steamers which would make the ocean voyage in four days, or even slightly less. From Cork passenger airplanes would make the trip to the farthest point in Europe in less than twelve hours, thus making the longest journey from Boston to a Continental point considerably less than five days. This project would call for improved harbor facilities for the accommodation of the ships, and for an air station. The cost of such would not be excessive and the whole idea somewhat conforms to those entertained by the Cork civic authorities themselves for the revival of their splendid harbor as a port of call for American liners.

It is pointed out that, in prewar days, the Cunard steamers Mauretania and Lusitania, sailing from Cork Harbor, or Cobh (Queenstown), made the trip to New York in four days thirteen hours, actual elapsed time. Taking into consideration the great improvements which have taken place in the comfort and speed of ocean liners since 1918, and that Boston is nearer to Ireland by 250 miles, it is held that the maximum time required for the ocean trip would now be four days.

Mayor Curley's chief concern is the development of Boston as a port of embarkation for Europe. On the American side Boston is the nearest port to Europe and, on this, Cork is nearest to America. Mayor Curley has a deep sentimental interest in Ireland and for this as well as for reasons of business he is anxious to utilize an Irish port.

Mayor Curley's Itinerary.

The carrying out of his plan is not, however, contingent on Irish participation, as it has already been arranged that the North-German Lloyd will inaugurate a fast service from Boston this coming fall with the Europa and the Bremen. The linking up with Ireland would nevertheless be very desirable, as it would gain quick transportation on this side. If an agreement can be arrived at with the Irish authorities, the Boston chief magistrate hopes to have the through service in operation by June, 1932, permitting visitors from America and elsewhere to the Eucharistic Congress in Dublin to avail themselves of the air lines upon leaving Ireland.

The Mayor, who came over for the purpose of attending the opening ceremonies of the Paris Exposition on the invitation of the French government, arrived in Dublin soon afterward. Having called on President Cosgrave, with whom he had a long conference, he spent the rest of the day sightseeing. In the evening he dined with the United States Minister at the Legation in Phoenix Park. On the next morning he and his party started on a rapid tour of the West and South, visiting County Galway, where the Mayor's parents were born; Limerick and the Shannon Scheme, Killarney and Glengariff. He reached Cork late on Monday night and, on the next day, he visited Blarney, had a conference with the Lord Mayor, made a tour of the harbor and left that night for London and Paris. He has annouced his intention of returning next year for the Eucharistic Congress of making selection

LOWELL COURIER-CITIZEN 6/2/31

THE CHURCH VS. FASCISM.

It has been apparent for some time that misunderstandings, to call them nothing worse, were developing between the Vatican and the present civil authority in Italy—to wit, the Fascist government—and if the press reports are trustworthy it looks as if this uncomfortable situation might speedily come to a head. It will be well, however, to make some allowance for a misconception of what is involved. The statement in the Sunday papers that Signor Mussolini had "defied" the pope seems a probable exaggeration of the facts, which presumably come to no more than that the Italian dictator has reminded the Vatican that the Fascist party can brook no interference with national politics from any one—even the church. It is notorious that the Fascist will "bear, like the Turk, no brother near the throne." Notice is possibly being served on the Vatican that this applies to its forces throughout the kingdom, as well as to others. Whether or not there has really been any undue political activity sponsored by representatives of the church is by no means clear; but it is at least apparent that the suspicions of Fascists have been wakened and that even il Duce has felt it desirable to stress the unwillingness of the governing power to countenance such activities if attempted.

Naturally this looks thoroughly undemocratic to an American eye, but the Fascist government has made little pretense of seeing democracy as it is seen abroad. With us, the general policy prevails of tolerating any orderly and peaceable effort to work a change in government. In Italy this is not so, and those who attempt it usually get short shrift. Fascismo is in charge, and it proposes to remain in charge; and the methods taken of insuring this perpetuity have thus far been efficient, without awakening from Italians the storm of public protest that would immediately arise in a country like the United States. Fascismo would not work over here as it works in Italy; neither would our system of easy-going toleration work as well in Italy as it does in the United States. It is difficult, however, to view without distinct uneasiness the forcing of unwelcome issues between the Vatican and the Fascist authority, and it is devoutly to be hoped that differences now threatening to become acute may be accommodated. Up to the signing of the concordat, creating Vatican City as an independent political entity, relations between the pope and il Duce had been commendably coöperative. It makes the prospect of renewed estrangement particularly distasteful to those who are friends of both.

Mayor Curley of Boston, who happens to be at the moment in Rome, has expressed in a telephonic interview with the Boston Herald the belief that a reasonable accommodation will be reached; and our feeling is that this is indeed altogether probable, if both the pope and the civil dictator can keep their heads and can control those under them in rational courses of conduct. It has to be remembered that His Holiness and Signor Mussolini are exceptionally able men, who have managed to get together before and accomplish the seemingly impossible.

The real issue at present is simply whether or not the Catholic Action clubs scattered through Italy have become in fact what the Fascisti suspect—to wit, foci of influence in politics directed secretly toward the ending of Fascist control. It is true that the concordat signed a few years ago pledges the Roman church not to indulge in, or countenance, political activities outside; and the church stoutly maintains that it has abstained from such, according to both the spirit and the letter of the treaty. This has been questioned by the Fascists, who are a very testy lot when it comes to anything resembling a criticism of the way they do things.

A question of treaty interpretation seems to be involved, with the usual difficulty that each side insists on doing its own interpreting of words and actions.

Is an impartial arbitrament possible in this case? To envisage either the church or the Fascist government as willing to submit to the interpretation of an outside umpire is difficult; but it is a lively probability, despite the acuteness of the crisis, that such unusually clever men as Pius XI. and Mussolini will husk out the matter for themselves somehow and arrive at a modus vivendi in the knowledge that conflict in such a case is above all else to be avoided.

Quincy News 6/8/31

Italian King Receives Mayor Curley of Boston

Rome (UP)—King Victor Emmanuel received Mayor James M. Curley of Boston at the Quirinal palace today and they chatted for 40 minutes on economic conditions in America as reflected in the world markets. The king said it was a pleasure to talk with a practical economist who understood the interrelation of politics and business.

Mayor Curley later said the king had given him the impression that the Vatican government crisis would be settled without serious consequences. The mayor warned against any irreparable break which would harm all concerned and encourage violence and communism, he said.

NORTH ADAMS TRANSCRIPT 6/3/31

KING RECEIVES MAYOR CURLEY

6

Problems of Unemployment and Relations Between State and Church Taken Up.

Rome, June 3—(A.P.)—King Victor Emmanuel received Mayor James M. Curley of Boston in a 30 minute audience today and discussed with him the problems of unemployment and relations between church and state in Italy.

Mr. Curley said later that the king was greatly interested in America and her problems and showed himself thoroughly conversant with economic conditions there. The audience was conducted entirely in English which the monarch speaks perfectly.

The king said he believed that Italy had done remarkably well in planning a program of public works for solving unemployment and in giving investors an opportunity to place their finances.

Mayor Curley expressed his admiration for Italy's action in halting the march of communism and for the settlement of the Roman question two years ago. He said he believed the present religious difficulties would be settled at once.

The continuance of the impasse, the mayor said, might affect Italy's tourist trade amounting from $150,000,000 to $220,000,000 yearly, and might also have an unfavorable effect on world public opinion.

"The king seemed quite in agreement," Mr. Curley said. "I am satisfied from his manner that the matter is in process of adjustment and is not serious."

WORCESTER TELEGRAM 6/2/31

CURLEY DEFAMER JAILED

BOSTON, June 1 (AP)—Judge Harold P. Williams sentenced Philip J. Herlihy, 24 to 18 months in the House of Correction today for sending libellous letters to Mayor James M Curley, his daughter and several city officials. Herlihy pleaded guilty several days ago and when arrested he told police that he had applied, unsuccessfully, for a city position under Civil service.

WATERBURY REPUBLICAN 6/1/31

BOSTON MAYOR VISITS ROME

Rome, May 31—(AP)—Mayor James M. Curley of Boston, Mass., who arrived in Rome last night, placed a bunch of roses on the tomb of the Italian Unknown Soldier today in the name of millions of Americans of Italian origin.

He attended Mass in St. Peter's cathedral and had lunch at the American college, which celebrated its feastday.

Tonight the Boston executive dined with Mrs. Nicholas Brady. He is accompanied by his daughter, Miss Mary D. Curley, Miss Lauretta Bremner, of Chicago, and Edmund L. Dolan, city treasurer of Boston. The party will be received in an audience with Pope Pius tomorrow and on Tuesday the mayor will be received by King Victor Emanuel.

NEW BRITAIN RECORD 6/1/31

CURLEY IN ROME.

Rome June 1 (INS)—Mayor James M. Curley of Boston, Mass. ,today awaited an audience today at the Vatican City with Pope Pius XI.

Mayor Curley, who is touring Europe with his daughter, Miss Mary D. Curley, will be received by King Victor Emanuel tomorrow.

The American mayor arrived in Rome on Friday night. He placed a wreath on the tomb of the unknown soldier here yesterday and attended mass at St. Peter's cathedral. He was a guest at a luncheon at the American club.

SPRINGFIELD REPUBLICAN 6/1/31

CURLEY PUTS ROSES ON TOMB AT ROME

Rome, May 31—(AP)—Mayor James M. Curley of Boston, who arrived in Rome last night, placed a bunch of roses on the tomb of the Italian unknown soldier today in the name of millions of Americans of Italian origin.

He attended mass in St Peter's cathedral and had lunch at the American college which celebrated its feastday.

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LOWELL SUN 6/2/31

Mayor Curley, of Boston, is keeping his name well before the public of different nations during his European trip. He is now in Italy from which he telephoned to Boston, predicting that the Italian trouble between Mussolini and the Pope would be settled satisfactorily. Possibly "Jim" gave the autocratic premier a hint that extreme autocracy cannot endure long.

MILFORD NEWS 6/2/31

CURLEY AND PREMIER IMPRESS EACH OTHER

Rome, June 2—Mayor James M. Curley of Boston, who was received by Premier Mussolini and Pope Pius XI, held an appointment for an audience with King Victor Emmanuel today. So impressed was the Italian premier by Curley's views on the world depression that he prolonged the interview from 10 minutes to half an hour. The Boston mayor was equally interested in Mussolini's remarks.

"I found Mussolini a practical economist," the mayor said. "He was especially interested in American efforts to relieve the depression. He agreed that Boston's plan to inaugurate a program of public works rather than the dole was the best policy. He told me that he had adopted the same program some time ago."

When asked of his opinion on the differences between the Catholic church and the Italian government, Mayor Curley replied he felt sure Mussolini would be able to settle the problem.

CURLEY GUEST OF KING OF ITALY

ROME, June 2. (UP)—Mayor James M. Curley of Boston prepared today for an audience with King Victor Emmanuel at the Quirinal Palace.

Mayor Curley already has been received by Pope Pius XI and Premier Benito Mussolini. He was accompanied by his daughter, Mary, and Edmond L. Dolan, city treasurer, when he was received by the Pope yesterday.

"The Pope asked me to convey his best wishes to all Catholics of Boston," Mayor Curley said.

The Boston mayor is in Italy on a leisurely tour of Europe.

LAWRENCE TELEGRAM 6/2/31

CURLEY VISITS U. S. AMBASSADOR

ROME, June 2. (UP)—U. S. Ambassador John Garrett received Mayor James M. Curley of Boston and his party today when they paid the customary "courtesy call" at the American Embassy.

Mayor Curley announced that he and his party will receive Communion at a memorial Mass at St. Peter's in memory of the late Mrs. Curley and their son, James, at 8 a. m. tomorrow.

Arrangements for an audience with King Victor Emmanuel at 10:30 a. m., tomorrow, were completed today.

HOLYOKE TRANS

GARRETT RECEIVES MAYOR CURLEY AND PARTY AT ROME

ROME, June 2—U. S. Ambassador John Garrett received Mayor James M. Curley of Boston and his party today when they paid the customary "courtesy call" at the American Embassy.

Mayor Curley announced that he and his party will receive communion at a memorial mass at St. Peter's in memory of the late Mrs. Curley and their son James at 8 a. m. tomorrow.

Arrangements for an audience with King Victor Emmanuel at 10.30 a. m. tomorrow were completed today.

CLINTON ITEM 6/2/31

VISIT PREMIER OF ITALY

Mayor James M. Curley of Boston Has Half Hour Interview With Mussolini

Rome, June 2—Mayor James M. Curley of Boston, who was received by Premier Mussolini and Pope Pius today, held an appointment for an audience with King Emannuel.

So impressed was Mussolini by Curley's ideas on the world wide depression that he prolonged the interview from 10 minutes to a half hour.

QUINCY NEWS 6/2/31

Curley Meets Garrett; Sees King Tomorrow

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THE HEIGHTS. MAY 27, 1931.

To His Eminence, William Cardinal O'Connell, Archbishop of Boston, the Very Reverend James H. Dolan, S.J., President of Boston College extends his heartfelt and respectful felicitations on the occasion of His Eminence's Fiftieth Anniversary of Graduation from Boston College. In the name of the Faculty, Alumni and Student Body, Reverend Father Rector prays God continued blessings of health and grace on our beloved Archbishop and eminent Alumnus for many more years of fruitful labor in the service of God and Country.

(Signed) REVEREND JAMES H. DOLAN, S.J.,
President of Boston College.

His Eminence, William Cardinal O'Connell,
Archbishop of Boston,
Brighton, Massachusetts.

My Dear Cardinal O'Connell:

May I have both the distinction and the pleasure of felicitating you on the fiftieth anniversary of your graduation from Boston College? It is but a brief space of time comparatively, and yet what a splendid progress has been achieved, both by Boston College and yourself, to advance the cause of Christian citizenship in our beloved Commonwealth.

May I also voice the hope that you will remain long among us, an example of all that is finest in Christian life.

Sincerely yours,
(Signed) JOSEPH B. ELY.

To His Eminence, William Cardinal O'Connell, Archbishop of Boston, the Mayor of Boston respectfully offers felicitations on the occasion of the Golden Anniversary of his graduation from Boston College. May God grant him many more years, replete with the same industry, achievement, and spiritual strength that have dominated his remarkable career in the past.

(Signed) JAMES M. CURLEY.

Winthrop Review 5/29/31.

COUNCIL APPROVES BIG AIRPORT BILL

Reserving the right to reduce the cost of the project, the Boston City Council Tuesday accepted the Legislative act which authorizes the city to issue loans not exceeding $1,250,000 for improvements at the East Boston airport.

Under the plans which Mayor Curley presented to the Legislature, as well as to President Hoover and the War Department, the city will level Governor's Island to the grade of the airport and fill in the intervening mud flats, thus providing the Boston airport with sufficient area to qualify for the 1-A-1 national rating.

President Joseph McGrath of the Council explained that the Council was merely accepting the Legislative act, making it law. This, he said, did not deprive the Council of its right to reduce the amount of the proposed expenditure, when the Mayor sends in the individual loans orders for approval as they become necessary to carry out the improvements from time to time.

North Adams Transcript 6/29/31.

MAYOR CURLEY WILL SEE POPE

Boston Mayor Will Also be Received by Mussolini and Italian King at Rome.

Paris, May 29—(AP) — Mayor Curley of Boston, Mass., said today he would leave tonight for Rome to be the guest of the mayor of that city at a dinner on Tuesday evening. He also is to be received by Pope Pius, Premier Mussolini and King Victor Emmanuel, he said.

Monsignor Francis J. Spellman of Boston, now head of the American College in Rome, has informed the mayor that an audience for him and his daughter with the Pontiff has been arranged for Monday. Audiences with the king and Premier Mussolini have been arranged for Wednesday.

Among other things, he said, he will discuss with Italian officials the possibility of participation by Italian cavalrymen in future Boston horse shows.

He also will visit Prince Udine, who headed an Italian mission to Boston, and several other distinguished Italians who have visited his city.

"In France," he said, "I miss many of the distinguished men whom I met in Boston, among them Marshal Joffre and Marshal Foch. When I come back to Paris on the way home I hope to see General Gouraud."

Pittsfield Eagle 6/1/31.

CURLEY ABROAD

Mayor Curley of Boston is having a fine time abroad. What is more, he is getting as much attention in England as in Ireland, the country of his ancestors. Boston, England, has taken the mayor of Boston, Massachusetts, to its heart.

Read the following news cabled from Boston, Lincolnshire, England:

This placid town was en fete today to greet James M. Curley, mayor of its namesake across the Atlantic—Boston, Mass. He was given the official welcome of the mayor and the corporation of Lincolnshire towns. Responding in a speech he appealed for maintenance of the friendly ties between the two Bostons and the English speaking nations.

After the welcoming ceremonies Mayor Curley was taken to the fifteenth century Guildhall in South street, where in 1607 William Brewster and other Pilgrim Fathers were tried for attempting to flee the country. This town is proud of its connection with the great American city and the names of Isaac Johnson, Atherton Haugh, Thomas Leverett, John Cotton and others connected with the early days of New England are still remembered here and in the Fenland villages of which Boston forms the metropolis.

Some contrast here between the present and the time when, years ago, American Irishmen, styled Fenians, actually made a raid on British owned Canada as a direct-action step in the movement to secure freedom for their native land.

But Ireland is free today and be it noted that it is meeting its budget and caring for its people better than are a great majority of European countries.

Providence Journal 6/1/31.

CURLEY, AT ROME, HONORS ITALIAN UNKNOWN SOLDIER

Boston Mayor Places Bunch of Roses Upon Tomb.

Rome, May 31.—(AP)—Mayor James M. Curley of Boston, who arrived in Rome last night, placed a bunch of roses on the tomb of the Italian Unknown Soldier today in the name of millions of Americans of Italian origin.

He attended mass in St. Peter's Cathedral and had lunch at the American College, which celebrated its feast day.

Tonight the Boston executive dined with Mrs. Nicholas Brady. He is accompanied by his daughter, Miss Mary D. Curley; Miss Lauretta Bremner of Chicago and Edmund L. Dolan, City Treasurer of Boston. The party will be received in an audience with Pope Pius tomorrow, and Tuesday the Mayor will be received by King Victor Emanuel.

Taunton Gazette 6/1/31.

MAYOR CURLEY IS RECEIVED BY POPE PIUS

(By The Associated Press.)

VATICAN CITY, June 1.—Pope Pius today received Mayor James M. Curley of Boston, Mass., and party in private audience.

The Americans were presented by Mgr. Spellman of Whitman, Mass.

The Pontiff greeted Mayor Curley cordially and presented him with a large silver medal inscribed "to the Citizens—Vatican City, Year One of Its Freedom."

The Pope presented a similar medal in bronze to Edmund L. Dolan, city treasurer of Boston, and rosaries to Miss Mary D. Curley and Miss Lauretta Bremner of Chicago.

Pope Pius questioned Mayor Curley closely regarding the condition of work in Boston's Catholic schools and expressed pleasure at learning that there were nearly 100,000 students in these schools.

The Mayor delivered a personal message of greeting and homage from Cardinal O'Connell. The Pontiff thanked Mayor Curley for the flowers he sent yesterday on the occasion of the Pope's birthday.

Mayor Curley will see Premier Mussolini this afternoon. He will have tea with Prince Boncompagni, governor of Rome this evening and will see King Victor Emmanuel on Wednesday morning.

Bangor News 6/1/31.

Mayor Curley Pays Tribute to Unknown Soldier in Rome

ROME, May 31—(AP)—Mayor James M. Curley of Boston, Mass., who arrived in Rome last night, placed a bunch of roses on the tomb of the Italian unknown soldier today in the name of millions of Americans of Italian origin.

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HYDE PARK GAZETTE TIMES 5/21/31

Our White Elephant

The term "white elephant" is an extremely useful and expressive colloquialism. Every community possesses and abhors them and, of course, Hyde Park is not an exception to the rule. The difference, however, if there be any, between Hyd Park and most other communities is that the latter strive, sometimes successfully, to rid themselves of their white elephants while Hyde Park, on the contrary, appears to be acquiring new ones. Sad though it might appear, the opinion that the Smith Field playground is, in reality, a "white elephant" under the skin seems to be gaining some justification.

Several years ago, when Hyde Park suffered sadly for lack of adequate playground facilities, it was one day heralded that the city had acquired from the state the Smith Field site where adequate, even generous, playground facilities would be provided. Hyde Park felt that at last a long-felt want was about to be gratified and waxed warm in its praise of a provident municipal administration. In due course of time, Hyde Park had its playstead. But was it actually a playstead? This question is becoming increasingly difficult to answer with the odds somewhat in favor of those who contend with vigor that it is not.

It would appear from reports that Smith Field would be an excellent playground if it were not for a certain natural element with which the city has been unwilling or unable to contend. That element is water, and because of its abnormal prevalence there, local baseball or football teams have not been able to depend upon Smith Field for their home games since the playground has been in existence. Last Sunday, for instance, when nearly all of the surrounding territory was normally dry, a local team went there to meet a rival only to find parts of the baseball diamond covered with water. Similarly, because of this condition, Hyde Park high school has long since abandoned scheduling their home games at Smith Field. Instead it travels to Roslindale or other communities.

The condition of Smith Field has been discussed for a long period. Furthermore the city has expended in excess of fifty thousand dollars in the field without any adequate result. Every truck load of filling that has been poured into the field seems to have disappeared like a gallon of water poured into the Atlantic. Furthermore, during the intervals when the field is dry the havoc wrought by the water still remains to plague those who would use the field in the form of depressions, humps and general unevenness.

Outside of the Readville playground, Hyde Park is quite without playground facilites, which is a sad commentary, to say the least. But quite aside from that deplorable fact, it would seem the better part of economy on the part of the city to determine definitely whether Smith Field is a "white elephant" before putting additional thousands of dollars into it in the form of filling. Maybe Smith Field would continue to swallow filling through eternity without visible signs of improvement.

In any event, Hyde Park needs a playground sadly. There has been appropriated twenty-five thousand dollars additional with which to try to improve Smith Field. If there is a reasonable probability that this expenditure will render the field entirely fit for use, then the work should be accelerated immediately. But if there is an appreciable doubt as to the success of the operation, let us by all means abandon t is "white elephant" and devote the funds to better advantage in finding a more welcome successor to it.

"White elephants" are excusable nuisances just so long as we are ignorant of their real character. To continue to support them beyond that period seems little short of absurd.

POOL OF WATER AT SMITH'S FIELD

Coun. Norton Makes Objection

City Councillor Clement A. Norton objected to the Mayor's office and took exception to the manner in which the Park Commissioner handled the matter of the pool of water which had been located in the outfield section of the Smith Playground for the past week. Councillor Norton stated:

"On Saturday, May 16, 1931, at 9 A. M., I requested the Park Commissioner to request the Boston Fire Department to pump out the pool of water that had laid in the outfield of the Smith Playground for the past week. The Fire Commissioner of Boston, Hon. Edw. McLaughlin, informed me through his assistant, Mr. Hickey, that the Boston Fire Department stood ready to pump out this water the moment that a request was received from the Park Department. The Fire Department would have been glad to do this work so that the boys could play ball on Sunday, but they could not go on the property of another Department without a request from that Department. There has been trouble in the past. I spoke with Mr. Daniel Byrnes of the Park Department on three occasions; spoke with the home of the Park Commissioner, and made every effort to have the Park Commissioner merely request the Fire Department to pump out the water, so that the regular base-ball game scheduled for Sunday, May 17th, could be played. The Park Commissioner refused to make the request. An investigation will be started to ascertain why thousands of Hyde Parkers, in the habit of watching a ball game on Sunday, were denied this privilege. Hon. James A. Watson co-operated and did his best with the Park Commission authorities, to have the water drained."

C. A. NORTON.

(CONTINUED)

WORCESTER TELEGRAM 5/31/31

another week, and perhaps two, but it is probable there will be no further legislation of a general character, which will be so amended that it will only affect certain sections of the state. It is too ridiculous and offers too great an opportuntiy for the voters to tax their legislators with not giving serious attention to their job.

The barbers' bill which was given this treatment provides now that if you wield a razor and cut hair in some counties you must be registered and pass tests on your workmanship, but if you work in some other county you don't need to bother with the law.

Watch the reception to Mayor Curley when he returns from Europe carefully. There is a rumor that it is planned to make it the largest and most representative Boston and the state has ever seen and that from it Mr. Curley's boom for governor may grow.

or eliminate the district of Charles L. Underhill of Somerville.

Twice during the past week the Republicans have held a caucus. Heated words have passed behind the locked doors of the executive session. Once a vote disclosed an exactly even division of opinion. The Republicans are due to get together tomorrow to try it again.

The argument against merging the Dallinger and Luce districts is that it sacrifices Republican advantage in the state's next congressional delegation and that it also makes certain the elimination of at least one and probably two dry congressmen — which are rapidly becoming a rarity in the state.

Sen. Angier Goodwin of Melrose is fighting for the other Republican plan he has proposed. He wants more than anything else to save Mr. Dallinger and Mr. Luce. He contends, however, that the Underhill district is rapidly assuming a Democratic complexion and by merging it with the district of Congressman Connery, Democrat, Lynn, lines can be so arranged that the Democrats won't gain the district and Connery will have a harder battle.

The legislative redistricting committee had in mind when it framed its plans that any proposals it offered would eventually have to meet the approval of a Democratic governor. The members believe that in their plan they have not only made a fair allotment of congressmen and maintained a Republican majority, but that Gov. Ely can make few objections. No such account of the situation is taken into consideration by the Goodwin plan which, it is safe to say, would certainly bring an executive veto.

In Democratic Camp

Meanwhile the Democrats are enjoying the discomfiture of their opponents. They, too, are preparing plans for redistricting, not exactly in the hope that they will be accepted, but that they may offer some ground for compromise. They are not looking for much of a compromise, either. The principal fault they find with the legislative committee's plan is that it divides some cities, particularly Cambridge, which would be in four different districts. It is apparent that this division of cities can be eliminated without changing the intent or complexion of the legislative committee plan.

Delays are dangerous to this sort of legislation, however. That is already evidenced in that several other ambitious map-makers are preparing their own ideas on redistricting and if all are presented it may bring chaos.

There is reason to believe, however, that the organization Republicans, who are doing considerable work over the weekend, will go into the Senate Monday determined to put over the legislation committee plan. The last caucus produced a tie vote between the committee plan and the Goodwin plan. It only will be necessary to win a few votes to put over the committee plan.

Republican leaders are counting on Democratic support to beat the Goodwin and other Republican plans which are not as advantageous to the minority party. The first votes will come on the substitute plans. If they are disposed of as expected then the vote will come on the legislative committee plan and some of the insurgents of the majority party will be forced to accept it to avoid the possibility of a Democratic plan.

No great trouble is anticipated in putting over the committee plan in the House where the Republican majority is strong.

That Curley Boom

President Gaspar G. Bacon is said to be with the majority plan although he has refrained from taking any active part in trying to put it over. He has always evidenced iron-clad control of his Senate and it will be surprising if it gets out of hand on this question.

Meanwhile those who are anxious for party harmony are hoping that the clergymen, prohibitionists and others who are injecting foreign issues into redistricting will desist.

The Legislature will go at least

WORCESTER POST 5/25/31

Wants Boston to Become Terminus For Ocean Travel

PARIS, May 25 (AP)—Mayor James M. Curley hopes to see Boston a terminus for trans-Atlantic air and ocean travel.

Incidental to a radio address from the Eiffel Tower last night, he said he had had "very satisfactory conferences" with officials of the North German Lloyd Line in Berlin over the possibility of having the liners Bremen and Europa call at Boston. He said he hoped Dr. Hugo Eckener would consider his city in establishing a dirigible base in the United States.

He had an appointment to call on General Gouraud today and expected to join the party of American mayors for five days. Later he will go to Italy.

QUINCY NEWS 5/28/31

Hub Shipping Prospects Bright, Curley Reports

Paris (UP)—Mayor James M. Curley of Boston, joining the other American mayors for a day, after his trip to Berlin, reported today that prospects are bright for bringing more shipping to Boston and increasing the importance of the port.

GLOUCESTER TIMES 5/29/31

MAYOR CURLEY IN OLD BOSTON

Boston in Lincolnshire is about as different from Boston in Massachusetts as can be imagined. If Mayor Curley was reminded of any similarity between the two places it must have been that kind described by the New York driver in "Martin Chuzzelw it," who said "New York brought old York home to him quite vivid on account of its being so exactly unlike it in every respect." But Mr. Curley must have enjoyed himself in old Boston, which all of us would like to visit. And the Old Bostonians must have enjoyed Mayor Curley, who is most likeable personally, and could be especially gracious on such an occasion.

Old Boston in the Fens has a wonderful church. It was built by old Hanseatic merchants when the town was very prosperous. Then it maintained a light in its tower for the use of mariners. But even in the day of the Pilgrims, Boston had decayed. As the Pilgrims approached Old Boston in their first abortive attempt to escape to Holland, they must have been impressed by the tall tower of St. Botolph's. As the whole country is flat, the "Stump," as the tower is called, can be seen from every direction. The first and last rays of the sun light its summit.

It contains the Jacobean pulpit from which John Cotton, the first minister of our Boston, preached. In its side is a chapel west of the porch which is dedicated to John Cotton. In 1855 it was being used as a stable for the fire engine when some Americans discovered it and restored it, erecting a tablet with a long Latin inscription. Mayor Curley was doubtless shown the pulpit and the chapel.

Mayor Curley was also shown the old Town Hall, a picturesque building fronting on the sidewalk where the Pilgrims, captured on their attempt to escape to Holland without the King's permission, were incarcerated and tried. Under the hall are the old cells in which the Pilgrims were held. Elder Brewster was among them, a boy of eighteen. Upstairs their legal trial took place. On account of his youth, Brewster was quickly released to lead another and more successful attempt to escape. Old Boston is quiet, sedate with a glorious past behind it, in striking contrast to our Boston with its great future possibilities.

SPRINGFIELD NEWS 5/25/31

MAYOR CURLEY DUE AT VINCENNES TODAY

Paris, May 25—Accompanied by a number of close friends, Mayor James M. Curley of Boston this afternoon planned to visit the colonial exhibition at Vincennes, just outside of Paris.

The Boston executive was to call upon Gen Gouraud, one-armed war hero and former military governor of Paris, but found he was in London on a visit. They will meet on Wednesday soon after the general's return.

WORCESTER TELEGRAM 6/30/31

Old Age Funding Called Result of Hot Weather

Observer Sees Legislature Jeopardizing Good Record—Contemplated Financing Would Be Hard on Municipalities—Election-at-Large on Redistricting Horizon—Heat, Too, Blamed for G. O. P.'s and Democrats Singing Each Others' Praises

By JAMES H. GUILFOYLE

BOSTON, May 30—The Massachusetts Legislature is endangering a fairly creditable record of achievement with its peculiar capers as the end of the session approaches. It has partially passed a plan for financing the old age assistance act which is anything but satisfactory. It threatens to tie itself in such a knot on congressional redistricting that the confusion of an election-at-large may be inflicted on the long suffering voters. During the week it has performed the ridiculous act of passing a state law for registration of barbers which only applies to certain parts of the state.

The hot weather is not sufficiently advanced to ascribe these actions to midsummer, but the temperatures must be partially responsible for some of the political acrobatics the week has witnessed. At one time it seemed as if the Republicans and Democrats were going to drink out of the same loving cup and forget that there is such a thing as parties, policies and principles.

Praises Even Ring

On the hottest night of the week the Republican attorney general, Joseph E. Warner, referred to the Democratic governor Joseph B. Ely, as a humanitarian; told a gathering that the chief executive was honestly trying to solve the economic problems of the state and intimated he was doing a fairly good job. Several blocks away in a private dining room the Republican Congressman, Allen T. Treadway of Stockbridge, was telling a select gathering what a blessing the Ely family had been to his district. And the Democratic governor who was present was telling the diners that the Republican congressman was a man of ability and distinction and had served faithfully and well.

To cap the climax the Republican state committee chairman, Amos L. Taylor of Belmont, sent an invitation to some sort of a Republican powwow to the son of Lieut. Gov. William S. Youngman, his severest critic and leader in the movement to force Taylor from his position.

The political wiseacres fear that if the hot wave continues even the effervescent Alvan T. Fuller will be proclaiming from the housetops that there is nothing wrong with the state government; and Louis K. Liggett, the Republican National committeeman, will be heading the reception committee to welcome Mayor Curley when he returns from his world travels.

The plan to finance old age assistance by increasing the inheritance tax and placing a head tax of $1 on every male over 20 years of age is at best a makeshift. The House passed it in an evident desire to get it over with and with little thought of just what it means. The matter is pending before the Senate ways and means committee and there is some encouragement in the rumor that the committee does not look upon it favorably.

Weather Again

There is always the danger, however, at the fag end of a session, and particularly if the weather is warm, that anything will be accepted to dispose of a problem. It is regrettable that this is so, but if the proposed financing plan passes it will be entirely due to that situation.

The inheritance tax is at best a doubtful source of revenue. It may be that death strikes an average in placing its hand on persons who leave estates, but it is purely a gamble. The head tax will produce revenue that can be estimated with some degree of accuracy insofar as the estate is concerned, but it is doubtful if many have stopped to consider the burden it will place on municipalities.

The poll tax always has been the hardest tax to administer. In Boston, the largest city of the state, the collections average about 70 per cent of the total. In some cities it runs far below this percentage. Under the plan for the imposition of a head tax the state will assess on municipalities the total tax that should be collected just as if there was to be a 100 per cent collection. The cities and towns will have to collect it and make up the inevitable difference between what it can collect and what it is supposed to collect.

It must be remembered that under the old age assistance act the state is responsible for only one-third reimbursement to cities and towns for the aid given. There were proposals that would have covered the entire expense to both state and municipality. But under the present proposal the state will care for only its one-third share. That means loss for uncollected poll taxes, also will have to pay two-thirds of the expense of the act.

What Happened

The House action favoring the head tax must have surprised many voters. There had been tremendous resistance to it because of the burden it would place on the class that might not be able to afford it, if $1 a year can be called a burden. In the two previous attempts to solve the problem the House turned down every proposal for such a tax.

Then came the inheritance tax plan and there was eager acceptance by those who believed it would relieve them of supporting a head tax or any luxury taxes. Proposals had been made for a tobacco tax, beverage tax and amusement tax, but powerful lobbies were working against these and the majority of the House members were praying for a way out. The inheritance tax seemed to offer a solution without embarrassment.

When the question arose as to the amount which could be raised by estate taxes it was plainly evident, despite any glib explanation of the proponents, that there was serious doubt as to whether this would provide all the revenue needed. The House was in the predicament of having voted for a plan to finance old age assistance which wouldn't care for it. Something had to be done to save the members' faces.

When the head tax plan was presented to supplement the inheritance tax revenue, the members either had to accept it or reject what had been passed and start all over again.

Home-Coming Counts

There is considerable conjecture as to why the House felt it necessary to solve the problem this year in view of the business depression and the wide difference of opinion on methods. It would have worked no hardship if the act's operation had been deferred. The explanation is that a large number of members were frightened into action by the oratory of the group that painted drab pictures of the home-coming receptions from constituents if they failed to provide some financing.

The old age assistance act is a much over-rated piece of legislation. Undoubtedly the great mass of voters believe it will change present conditions with relation to support of the aged poor. As a matter of fact, there will be little difference from the present situation. The aged poor are fairly well provided for now by municipal departments of public welfare. If any difference can be read into the state act it is the provision that the recipient of such aid must now be supported in his accustomed surroundings. Just how much difference that will make is questionable.

It will be argued that the state's one-third reimbursement of municipalities will relieve cities and towns to some extent. But even that is questionable in the face of the head tax and other burdens that may accrue as administration continues.

The Senate may yet correct the present unsatisfactory proposals. The belief is quite general that at least it will reject the inheritance tax increase and endeavor to finance the state's end from the $1 head tax. If it gets into the same hot weather dilemma as the House, however, and is instilled with the same fear that re-election will be difficult for individual members if they postpone operation of the act for a year or so, then the measure may go through without change.

About Redistricting

The congressional redistricting problem has digressed from its original purpose to resolve itself into a fight between wets and drys and has brought other unfortunate elements into the situation which have no place there. The Republican ranks are split wide open over the question of whether it is better to merge the districts of Congressmen Dallinger of Cambridge and Lucey of Waltham.

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SPRINGFIELD UNION 5/28/31

The Hull Bridge Scheme

It is exceedingly encouraging to note that substantial public sentiment in and about Boston is revolting at the proposition to seek the financial credit of the Commonwealth for the bonds of a private corporation to be organized without much capital to build a ten-mile $25,000,000 bridge across Boston harbor to the town of Hull.

As things have gone and are going it would doubtless be too much to hope that Boston or the Metropolitan District could finance improvements without seeking and getting the privileges of the credit of the State. But it is encouraging when there is Boston opposition to carry the process so far as to lend the state credit to a risky private enterprise that Boston itself would not venture to assume even with state credit.

For metropolitan parks, sewage and water, the Charles River basin, the Cambridge subway and other things the State has already underwritten bonds to an amount of over $100,000,000 and the main expenditures for the Swift River development is yet to be financed by state guaranteed bonds. If the recent Boston Elevated act is accepted another large amount will be added to this contingent debt of the State. Mayor Curley has spectacular plans in the works that if authorized might easily double the total of state guaranteed bonds. Even as the case stands this contingent debt of the State is about six times its direct debt for purely state purposes.

While the Commonwealth is thus continually helping to finance Boston improvements similar dependence is neither given nor sought by the other cities of the Commonwealth. They are supposed to progress on their own financial resources and most of them do so with even better results than Boston in dependence on state credit. Springfield securities are selling on a better basis than those of Boston, even with the advantage of state credit.

Naturally the temptation to run to the State for its credit has tended to a marked expansion of indebtedness. It is true that the State may never be called upon to make good defaults of the Metropolitan District under sinking fund requirements but the policy is bad and likely to lead to extravagances with unpleasant consequences ultimately.

Even if the General Court should so disregard the contingent liabilities of the State as to sponsor the Hull bridge plan by which it is proposed to loan the credit of the State to a private corporation for the construction and management of the bridge on a toll basis there is grave question as to the constitutionality of such a venture. Article 62 of the amendments to the state constitution specifically state that "the credit of the Commonwealth shall not in any manner be given or loaned to or in aid of any individual or of any private association or of any corporation that is privately owned and managed."

It is hardly conceivable that the Hull bridge bill could be so adroitly drawn as to escape so sweeping a provision. Only by some hocus-pocus by which the proposed private ownership of the bridge could be given the appearance of a publicly officered corporation could such a provision be avoided. Such a sham would be an outrage on the Commonwealth.

It is about time that members of the General Court representing in the main sections of the State other than the Metropolitan District declined to accept so easily the theory that that district is the Commonwealth of Massachusetts and that the other cities and towns are merely indulgent outside contributors to the district's support.

GLOUCESTER TIMES 5/26/31

While Mayor Curley is in Europe, no doubt not averse to picking up ideas that may prove useful in city administration, representatives of 36 cities on the Continent have visited Boston, with such a purpose distinctly in mind. They have come to America to see how our cities are run, and they will probably get valuable points. Yet Mayor Curley's opportunity is undoubtedly the better. All impartial observers agree that municipal government is America's greatest failure. We have seldom developed here that sense of responsibility and that business technique which European cities have been able to draw upon, and which have made them governed better than the larger political divisions surrounding them. These foreign observers, however, if they pry a little below the surface, will find here many striking lessons in the way how not to do things.

SPRINGFIELD REPUBLICAN 5/27/31

Hub Mayor Acquires 79 Real Shillalaghs On European Travels

Paris, May 26—Mayor Curley of Boston has accumulated 79 real Irish shillalaghs on his European trip.

And he is ready to wield one of them when he gets home. The mayor admitted today that most of the war clubs will be given to friends, but he added, "I am keeping one of them for myself."

Mayor Curley was the only one of the visiting American mayors present at the opening of the United States's Mount Vernon exhibit at the French colonial exposition.

SPRINGFIELD UNION 5/28/31

Noisy Boston.

Boston is going to be the noiseless city if Mayor Curley's hopes materialize. The metropolitan din, especially at night, having encroached upon his honor's peace of mind, the city planning board is now under orders to survey the situation and make the necessary recommendations. A worthy plan, no doubt, and one which deserves the praise of other cities, but we who live at some distance cannot refrain from raising the criticism of apparent lack of appreciation of the historic past. As we see it, such a course is little short of rank ingratitude in a town whose good name rests upon a wild and raucous midnight ride and a hilarious nocturnal carouse on board a tea ship in the harbor.—St. Louis Post Dispatch.

HARTFORD COURANT 5/26/31

'High Table' New Custom At Harvard

Dining Ceremonial Adopted Under House Plan—Notable Men Guests At Weekly Functions

By VICTOR O. JONES.
(Copyright, 1931, by NANA., Inc., and The Boston Globe.)

Boston—Since Lowell House was opened last fall as one of the first two units of the Harkness "house plan," which eventually will alter the social system of Harvard University, every Monday night has been marked by the holding of what is known as a "high table" dinner.

Even before the first of these functions was held, it was, for one reason or another, the subject of controversy among undergraduates, graduates, and others interested in collegiate affairs.

Modeled, obviously, on the social routine of aristocratic Oxford, the "high table" was condemned by many as an undemocratic un-American importation from the British educational system.

With Mayor Curley's attendance at one of these "high tables" this institution has become a matter of general public interest. What, everyone wants to know, is a "high table," who sits at it, how do they get that way, and what of it?

Eating Made Function.

Before the "house plan" was introduced, Harvard undergraduates ate their meals at their clubs, or if they lacked membership they "ate around" in the various public cafeterias and the more swanky restaurants. Years before, there had been a college-run "commons" in Memorial Hall, but more recently, eating, except for the freshmen, was a private matter. The college took no steps to satisfy the wants of the inner man.

Under the "house plan," however, eating was to become a collegiate function almost as much as reading or attending classes. Each "house" is equipped with a dining hall and the residents of that "house" must take a certain number of meals in them—or, what amounts to the same thing, must pay for a certain number of meals.

Lowell House has gone a step further in making eating a communal collegiate function. At one end of its large dining room is built a permanent platform, about two feet higher than the main portion of the floor. Usually this platform is devoid of furniture, but on Monday nights it supports a long narrow table, seating approximately 30 persons.

This is the now famous "high table," where have sat, among others, President Lowell, Mayor Curley, Cardinal O'Connell, Mayor Russell, Mr. Harkness, Dr. Alfred Stearns, Joseph Lee and other notables from all walks of life.

You can use a recent "high table" as a fair example of how the function is run.

Professors Invite Guests.

Several weeks ago Mason Hammond, senior tutor of Lowell House, reminded all the professors and tutors who are attached to Lowell House that there was going to be another "high table." Each of these men has the privilege of inviting some guest to attend.

Thus, House Master Julian L. Coolidge decided that he would ask Mayor Curley to be his guest on this occasion, wanting, possibly, to honor the Mayor of Boston with an invitatin which carries with it a certain distinction, or thinking, perhaps, that the Mayor would be good company. In similar fashion, a dozen or so of the other faculty members of the "house" asked friends to attend.

Some of these guests were Harvard faculty members not attached to Lowell, some were teachers at preparatory schools, some were merely private citizens. Besides these, a half-dozen undergraduates members of Lowell were chosen at random and bid to the "high table."

When Monday evening rolled around, all these guests and the men who had invited them, repaired to Mr. Coolidge's residence, a part of Lowell House. They went from there to the Tutors' Common Room, which is situated between Mr. Coolidge's residence and the main dining hall.

Students Eat Informally.

Meanwhile, the undergraduates residing in Lowell House—or such of them as had not been invited to sit at this particular "high table," without "dressing," repaired to the dining room as usual.

On the main floor of the Lowell House dining room are numerous small tables, most of them seating six or eight students. These were soon filled with students who sat down informally and started eating when the food was placed before them.

About a quarter of an hour later, at 6:30 o'clock, a door leading directly from the platform to the Tutor's Common Room opened, and House Master Coolidge, Mayor Curley and the rest of the "high table" company filed in.

The "high tablers" were dressed in dinner jackets, and took their places on the platform. Their entrance and their presence was hardly noticed by the undergraduates, who finished their meal, and singly and in groups got up and left the room.

By the time the "high table" group had finished, most of the undergraduates, having started earlier, had left for the Student's Common Room for their coffee and smokes. The "high tablers," however, rose in a body and repaired to the privacy of the Tutors' Common Room, to drink coffee, smoke and talk.

Mayor Curley and most of the guests stayed until shortly after 10 o'clock. Some, however, had left earlier, though there have been times when the general break-up in the Tutors' Common Room did not occur until after midnight.

Dunster House, the other at present complete "House Plan" unit, does not have a "high table," but nevertheless entertains in a manner not very unlike Lowell House. From time to time, House Master Chester Noyes Greenbough will invite distinguished persons to his table.

On such occasions, a company not very different from that of Lowell House's "high table" will eat in the dining room of Dunster.

But they do not sit on a platform, and though in dinner clothes, they afterwards join the rest of the undergraduates in the common room. Dunster House, like Lowell, has two common rooms, but both of them are open to undergraduates, and when distinguished company is enjoying its coffee and cigars, it mingles quite freely with the undergraduates of the house.

Is Part of Education.

What, anyway, is the purpose of the "high table."

Well, regarding the matter broadly, the whole idea of the "house plan" was to extend the Harvard educational process beyond the class room. Mr. Harkness and President Lowell are agreed that eating is part of an education. Instead of grabbing a sandwich at a one-arm lunch, under the house plan the undergraduates sit, down to a leisurely meal, with tutors and professors sometimes dropping in to join them.

It's just another part of the elbow-rubbing method of education in which president Lowell has always strongly believed.

Eating together, furthermore, gives each of the "houses" more of a substance, makes each a more definite entity—or is supposed to do so.

Whether the "high table" at Lowell accomplishes the purpose of the "house plan" more effectively than does the "low table" at Dunster is a question. There is no doubt that the "high table," besides enjoying the regularity which comes from a weekly repetition, is also somewhat of a function, a ritualistic representation of the "house." Beyond that, it does not seem to enjoy any advatage over the Dunster House "low table."

LYNN ITEM 5/29/31

MAYOR CURLEY GUEST TONIGHT MAYOR OF ROME

Mgr. Spellman Arranges Audience With Pope for Boston Mayor and Daughter.

PARIS, May 29, 1931.—(AP)—Mayor Curley of Boston, Mass., said today he would leave tonight for Rome to be the guest of the mayor of that city at a dinner on Tuesday evening. He also is to be received by Pope Pius, Premier Mussolini and King Victor Emmanuel, he said.

Monsignor Francis J. Spellman of Boston, now head of the American College in Rome, has informed the mayor that an audience for him and has daughter with the pontiff has been arranged for Mondayl. Audie nces with the king and Premier Mussolini have been arranged for Wednesday

Among other things, he said, he will discuss with Italian officials the possibility of participation by Italian cavalrymen in future Boston horse races.

He also will visit Prince Udine, who headed an Italian mission to Boston, and several other distinguished Italians who have visited his city.

"In France," he said, "I miss many of the distinguished men whom I met in Boston, among them Marshal Joffre and Marshal Foch. When I come back to Paris on the way home I hope to see General Gauraud."

NEW BEDFORD STANDARD MAY 25, 1931

CURLEY HONORS LEO REISMAN

Mayor James M. Curley of Boston presents to Leo Reisman, director of the Hotel Brunswick orchestra, the key to the city. Reisman and his orchestra are to be heard at Lincoln park tonight for a France-American Civic league dance. The affair is in charge of this committee: Zephir Paquin, chairman; George C. Methee, Louis N. Blanchet'e, J. Arthur Balthazar, William G. Beland, George Daudelin, William G. Hamel, Domina Surprenant and Clifford H. Verville.

DORCHESTER NEW 5/22/31

MATTAPAN BRANCH LIBRARY SOON OPEN

Will Be In Use Prior To June 15, Councillor Ruby Announces

WARD 14 GETS FIRST

The first of a number of new branch libraries being constructed in Boston will be opened before June 15 on Hazelton street, new Blue Hill avenue, ward 14, replacing the present obsolete branch library at the corner of Babson street and Blue Hill avenue, Councillor Israel Ruby announces.

The cost of the land and building is approximately $100,000. The library is Georgian in character, T-shaped, 110 by 66½ feet. The number of books that may be housed in the library is approximately 17,000, and at the opening there will be more than 13,000 volumes on the shelves. There will be a librarian and six or seven assistants.

For many years the Mattapan public has asked for a new library in keeping with its growing needs, and with the inauguration of the Mayor's policy of two new library buildings each year, the necessity for a new library in Mattapan was quickly recognized. This building provides for a delivery room, separate adult and children's reading rooms, a lecture hall, librarian's office, workroom, and a rest room for the staff. The grounds surrounding it will be attractively laid out, with trees, shrubs and flowering plants. The trustees, in a statement issued, say that this branch will be one of the most interesting and outstanding library buildings in this part of the country.

Councillor Ruby is elated because his district has been selected to have the first of its kind in Boston in the last fifteen years. He will now endeavor to secure additional library facilities in the Franklin Park section of his Ward, and with the Mt. Bowdoin branch library now taking care of the Washington-Mt. Bowdoin section of Ward 14 it is his opinion that this Ward will stand first in library accommodations in Boston.

WORCESTER TELEGRAM 5/26/31

MAYOR CURLEY IN WORLD AIR TALK

PARIS, May 24 (AP)—Mayor James Curley of Boston, Mass., in a one and one-half minute radio address broadcast throughout Europe from the Eiffel tower tonight, paid tribute to the traditional friendship between France and America.

Asked afterward about his project for making Boston a transatlantic terminus, he became enthusiastic. He said conversations he had had in Berlin with representatives of the North German Lloyd line were "very satisfactory" and that he felt sure if the line would send the Bremen and Europa to Boston other steamship lines would follow soon.

Before he left the broadcasting station Mayor Curley received word from America that his address had been received clearly across the Atlantic.

LOWELL SUN MAY 25, 1931

CURLEY BROADCAST FROM EIFFEL TOWER

PARIS, May 25 (AP)—Mayor James M. Curley hopes to see Boston a terminus for transatlantic air and ocean travel.

Incidental to a radio address from the Eiffel tower last night, he said he had had "very satisfactory conferences" with officials of the North German Lloyd line in Berlin over the possibility of having the liners Bremen and Europa call at Boston. He said he hoped Dr. Hugo Eckener would consider his city in establishing a dirigible base in the United States.

He had an appointment to call on General Gouraud today and expected to join the party of American mayors for five days. Later he will go to Italy.

SPRINGFIELD REPUBLICAN 5/24/31

6 Beacon Hill---State and Local Topics

The Redistricting Bill

The congressional redistricting bill came from the special legislative committee with the approval of all but one of the committee's Democratic members. That fact will make it embarrassing for the Democratic party to assume responsibility for its defeat. That fact, also, will make it embarrassing for the Democratic governor to veto it, in case it reaches his desk. Redistricting is necessarily a very intricate process in which most people are little interested if there is no glaring unfairness being perpetrated. How can it now be maintained that the special committee's bill is flagrantly unfair, as between the two parties, in view of the fact that it received a nearly unanimous indorsement by the Democratic members who have spent two months working on it?

It is surprising that the legislative committee on highways and motor vehicles should have reported favorably a bill providing for a bridge across Boston harbor from Dorchester to Hull. The plan involves the borrowing by a private company of $25,000,000 through a bond issue which would be guaranteed by the state. In other words, a very costly and altogether unnecessary bridge would be built virtually with state credit at a time when there is stout opposition to using the state's credit even for necessary additions to the state's plant and facilities. Before anybody goes ahead with any new project for bridging a bay or harbor it would be well to study the financial results from the operation of the Mount Hope bridge between Bristol, R. I., and the island of Rhode Island. Directors of the bridge company have just omitted interest payment on the 7 per cent debenture bonds, the interest charges not having been fully earned in the first quarter of the year.

Gov Ely and the Elevated

A solution of the long-standing Boston Elevated problem was undoubtedly easier this year because a vote of the people in the Metropolitan transit district had indicated a preference for the extension of public control. To that extent there was a mandate, if not a very decisive one, which pointed the way so far as a basic policy was concerned. But the details of a public control program had still to be determined. The governor, like most of his party's representatives in the Legislature and the party itself, was theoretically committed to public ownership rather than the continuation of public control. Yet the governor approached the problem in a spirit of conciliation and compromise. Senator Charles C. Warren of Arlington, chairman of the legislative committee on metropolitan affairs, says that Gov Ely's attitude was an important factor in the settlement of the question and that Gov Ely was more helpful than his predecessors. This "testimonial" comes from a Republican source.

Notwithstanding suggestions occasionally encountered in Boston newspapers that Gov Ely might decide not to run for reelection and to retire at the end of his first term, it is as certain as anything in Massachusetts politics could be that he will be a candidate and will be renominated by his party without opposition. Mayor Curley is not to be feared in this connection. The mayor will give the governor every opportunity for success in appealing for the electorate's approval of his first administration next year. The mayor visited the governor just before sailing for Europe and they parted on cordial terms.

New Twist in Pensions

There will be interest in the expected revelation in the House at Boston tomorrow of the mysterious plan for financing old-age assistance which the Republican leaders are reported to have devised. When Speaker Saltonstall and the ways and means committee threw up their hands last week and confessed inability to provide a means to finance the pensions, it appeared that their interest in the matter was at an end.

But when the Democrats adopted this legislative waif and the Democratic members of the taxation committee, with the apparent support of Gov Ely, set to work on a bill financing the pensions by an income tax levy, the idea seemed to have been born that the Democrats had been given not a liability but an opportunity. Possibly it has occurred to some of the Republican leaders that the record of this legislation up to date has been remarkable for neither courage nor intelligence.

Only a hint of the Republican plan has been given. One report is to the effect that it is based on a head tax, with a "home rule" feature. That might perhaps mean that a community could decide for itself whether to raise the money for the pensions by general taxation or by levying a head tax. If this is the case, it will not be good news for the cities and towns. If anything can be less to their liking than increasing the general taxes, it is levying a head tax. This feeling has already been reflected in the General Court.

As the matter now stands, the field is open. Head tax, income tax, inheritance tax, tobacco tax, amusement tax—take your pick.

Thanks to Mayor Curley, Boston has been well advertised the past week. Talking to newspaper correspondents in London, he said that the great German liners Bremen and Europa would probably be operated from Boston in the future. This made a splurge when displayed in New York papers, but the general manager of the North German Lloyd line explained at once that he had merely promised Mayor Curley to consider the Boston proposal. The line has already contracted with the city of New York for use of the new pier 32 at the foot of Canal street, and the giant liners will eventually have an advantageous terminal location in New York—which they do not have at present.

Charity and the Rich

Abraham Epstein of New York, a student of charity questions, attacks rather savagely the attitude of the rich toward charity in an article in the American Mercury. He seeks to demolish the proposition that philanthropy and private charity can cope with current social and economic difficulties. In truth, they have never been the main support of the helpless in normal times and it cannot be expected that they will be in periods when distress becomes widespread.

Mr Epstein makes a sweeping indictment of the rich for their small contributions to charity in proportion to their means. No doubt numerous examples of this could be found in every city. Springfield is no exception. Community Chest experience is that the wealthy give less than they ought to. Last year only 27 per cent of the $390,000 subscribed for the Chest was in sums of $1000 or more, a smaller per cent than was the case in the earlier years of the Chest. The bulk of the money came in the more than

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SPRINGFIELD REPUBLICAN 5/24/31

35,000 subscriptions from persons of moderate means, or less, many of whom gave more liberally in proportion to their means than did the rich.

There is, however, more than one side to this question. Philanthropy in a city like Springfield embraces a good deal more than meeting emergency needs during industrial depression. Public money has done very little toward equipping this city with its fine and useful institutions. They have come principally through gifts of the living and bequests of the dead. But, like other Massachusetts cities, Springfield is obligated to take care of the needy with public money. The system may not be perfect; recipients of public aid may get the bare limit of what humane treatment requires. Yet the treatment of dependents is more liberal than it used to be; in the future it will have to be not only more liberal but more intelligent.

It has become the accepted doctrine of organized charity that the relief made necessary by economic depression is mainly a public obligation. The local Community Chest like other similar organizations, supports social service in varied form and of a nature which the public agency does not and perhaps cannot do. These activities proceed in normal times as well as periods of depression. Of the $390,000 subscribed here last year 60 cents of each dollar was spent for relief, expended through some 15 agencies, big and little, but all important in social welfare work.

But the theory on which the Community Chests operate is that the burden of unemployment, where there are no family welfare problems save that of poverty, is properly carried by the city. Thus Springfield this year has already spent $400,000 for outside relief and may before the end of the year spend $700,000. This money comes mainly from general local taxation, principally on real estate, which affects everybody in varying degree. Even many of the rich have to bear their part of this burden, although there is provided in income taxes only about one-tenth of the amount that comes from real estate.

In his references to Community Chests Mr Epstein falls into error when he says that the contributors never exceed 17 per cent of the population. There were 35,846 pledges in the local Chest campaign last year, well over 20 per cent of the population, and Springfield was only about 25th among the cities in respect to per capita subscriptions. Mr Epstein apparently feels that one subscriber out of five inhabitants is too small a proportion. It probably is in fact too big, for it includes many persons who ought not to be asked to give and who would not have to be asked if the well-to-do and the rich did their proportional part. Subtract the children, the dependents, the workers of slender income who are certain never to lay up a competence, the members of families whose heads do all the charitable giving, those whose charities are performed in other ways, how much larger, then, than one in five should be the ratio of givers to organized charity in this form?

It will have to be granted, however, that Mr Epstein is right in his contention that America is not organized to meet the needs of unemployment. The reason is plain; it has had the rich complex. Hard times are "accidental." Why organize on the principle that they are bound to recur?

In spite of accumulated deficits, the New England fair at Worcester has enlisted new blood—which means new trustee control and new money—and will not pass into oblivion without at least one more trial. A thoroughly vigorous fair is assured for 1931 if present plans are carried out. Worcester has good reason for trying to perpetuate an institution which is 112 years old. Improved financial returns in recent years have given ground for hope that the fair can pay its way if it has the chance. The present year may not be a good one for making the test, but the test must be made this year if there is to be no interruption of the fair as a yearly event.

Trucks and Home Streets

A truck driver can be depended upon to find the most direct way from point to point. That is why complaints about truck traffic are coming from some streets and not from others. If the trucks are barred from one or more thoroughfares, the drivers will resort to the use of the streets which afford the next shortest route and then complaints will come from them.

The rules of the road committee has been informed by the city solicitor that trucks can be kept off Forest Park avenue if the city council should so provide by ordinance. If the council should take such action, residents of other streets who are now pestered by the trucks would undoubtedly seek similar protection. Their sleep, they would maintain, is just as precious and their children as dear as those of residents of Forest Park avenue.

It is possible that the time has come for an official routing of trucks, similar to that of busses. It would be better for the public for the trucks to be sent over streets best fitted to carry such traffic than for their routes to be determined by the amount of pressure residents are able to put on the city council. But the council, or the agents of the council, who had this routing to do would have an unpleasant job on their hands.

Any solution is bound to be imperfect so long as there is no limit to the bulk of trucks. One may see on a residence street a truck as big as a freight car, pulling a trailer almost as big. City streets were not built for that kind of use. It is time the state gave this matter some attention.

North-End Improvements

The early completion of a mile of the riverside road north from the North-end bridge and the terracing and draining of the West-street playground will not only benefit the Plainfield-street section but it ought to make the entrance into the city from the west more attractive. The park department has already done a good deal to improve the old dump with shrubs but adequate parking near the bridge cannot be done until the highway is finished, and the strip along the shore is now raw and ugly.

It is to be hoped that the residents of the North end will be more nearly satisfied with their boulevard when it has been shown what its relation to the new dike actually is than they have been up to date. To bring the highway up to the level of the dike was unnecessary for either safety or esthetics. If, as planned, the highway is to be somewhat further below the top of the dike that had been foreseen, it probably will not be a serious matter. When it is completed and the dike handsomely landscaped, the residents will very likely be proud of it.

The park commissioners should be able to satisfy measurably the residents of Lowell street who are aggrieved at the hight of the West-street fill immediately in the rear of their homes. Drainage toward West street ought to remove the seepage which has been complained of and with terracing and parking the face of the fill could be made a by no means unlovely [illegible]

LEWISTON JOURNAL 5/23/31

HAIL CURLEY AT BOSTON, ENGLAND

"Most Friendly Atmosphere I Have Ever Been In" Says Boston, U. S., Mayor

LONDON, May 23—(AP)—Still jubilant over his welcome at Boston, Lincolnshire, Mayor Curley of Boston, Mass., left today on a visit to Paris.

"It was the most friendly atmosphere I have ever been in," he said. "The people couldn't do enough for us."

He was accompanied by his daughter, Miss Mary Curley, Miss Loretta Brienner, of Chicago, and Edmund L. Doland, city treasurer of Boston.

As the American party neared Boston by motor, men, women and children lined the roads and lanes 16 miles from the square. It was estimated that 10,000 persons lined the route and another 10,000 were assembled in the square. As the population of Boston is only 16,000, is was evident that many country folk had left their farms to greet the Bostonians from New England.

SPRINGFIELD UNION 5/23/31

Curley Pays Visit to Boston, Eng.

Market Town Has Gala Day; American Mayor Honored at Banquet.

BOSTON, Lincolnshire, Eng., May 22—(AP) Repaying a call of a year ago, Mayor James M. Curley of Boston, Mass., made an official visit today to the Mayor of this far older and much smaller Boston.

It was a gala day for this little English market town, British Bostonians leaving their shops and houses to cheer the civic head of the American city which was named in honor of this centuries old place.

Mayor Curley this evening was the guest of honor at a banquet attended by town officials and all of the leading citizens. During the speechmaking local historians recalled the Pilgrim fathers' departure from this town to the far coast where they founded a new colony.

Mayor Curley plans to return to London tomorrow. His future plans have not been announced but it was understood he might go to Paris for the week-end.

NEW BRITAIN RECORD 5/20/31

Mayor Curley of Boston Broadcasts From Paris

Boston, May 25 (INS).—This city today went down in radio history having heard its mayor, James M. Curley, in the first international broadcast between France and America.

Broadcasting from Eiffer Tower in Paris, Mayor Curley, who is at present the guest of the republic of France during his tour of Europe, extended greetings to his friends in America and praised the manhood and womanhood of France.

BANGOR COMMERCIAL 5/23/31

Curley Gets Warm Welcome In England

Hub Mayor Still Jubilant Over Reception at Boston, Lincolnshire

London, May 23— (AP) — Still jubilant over his welcome at Boston, Lincolnshire, Mayor James M. Curley of Boston, Mass., left today on a visit to Paris.

"It was the most friendly atmosphere I have ever been in," he said. "The people couldn't do enough for us."

He was accompanied by his daughter, Miss Mary Curley, Miss Loretta Brienner, of Chicago, and Edmund L. Doland, city treasurer of Boston.

Mayor Curley made four speeches yesterday in the town for which his own city was named in order to reach all the people who assembled to greet him. He spoke last night at a great banquet in the council hall.

As the American party neared Boston by motor, men women and children lined the roads and lanes 16 miles from the square. It was estimated that 10,000 persons lined the route and another 10,000 were assembled in the square. As the population of Boston is only 16,000, it was evident that many country folk had left their farms to greet the Bostonians from New England.

SALEM NEWS 5/26/31

Mayor Curley's Voice Heard From Paris

Paris, May 25 (AP)—Mayor James M. Curley of Boston, Mass., in a 1½-minute radio address broadcast throughout Europe from the Eiffel Tower, last night, paid tribute to the traditional friendship between France and America.

The usual, booming voice of Boston's mayor was as unmistakable as if he were speaking in a Boston studio, although other departments of the tranoceanic broadcast failed to hit it off nearly as well.

Speaking for probably two or three minutes, Mayor Curley expressed thanks to Mr. Fox at his side in the Tower, for making the hook-up possible, and as mayor of Boston he said it gave him great pleasure to thus serve as a link between the Republic of France and the United States of America.

He hoped, he said, that "through this medium of exchange"—the radio—the thoughts and ideals of the two countries would lead to a continuance of the friendship created more than a century and a half ago. That very day, he said, his party in Paris had placed a wreath of roses on the grave of the unknown soldier of France and offered a prayer for the repose of his soul.

HOLYOKE TRANSCRIPT 5/25/31

MAYOR CURLEY LAUDS FRENCH HOSPITALITY IN RADIO ADDRESS

NEW YORK, May 25—Mayor James M. Curley of Boston, one of a group of American mayors, traveling in France at the invitation of the French Government, praised the hospitality with which the Americans had been received in a radio address here over the Columbia broadcasting system last night.

Mayor Curley said that but for the French, American colonies could not have won their independence so easily and quickly. He pointed out that none but cordial relations ever had existed between the two countries and said that other nations of the world would do well to consider this friendship a model.

SPRINGFIELD UNION 5/27/31

SHILALAHS COMING FOR CURLEY'S FRIENDS

Emerald Isle Scout Finds Only 90 of 100 Ordered by Boston Mayor.

PARIS, May 26—(AP) Eighty-nine Bostonian friends of Mayor James Curley will be receiving their promised shilalahs from the Emerald Isle in a little more than a week, the Boston official said today.

Upon leaving the Killarney region for Berlin and Paris Mr. Curley charged a man to scour the county to procure for him 100 blackthorns. Today 90 of them arrived with a note of regret from the scout that there were not an even 100 in the whole lakeside district.

The consignment was divided into 79 of the gentler variety and 11 war cudgels, one of which the Mayor kept himself for the inauguration of the American pavilion of the French Colonial Exposition. Gen. John J. Pershing examined it and congratulated Mayor Curley on its martial appearance.

The Mayor and his daughter, Mary, her friend, Miss Loretta Brennan, and City Treasurer Edmund L. Dolan will be guests of Brig. Gen. William Horton of Washington, D. C., for witnessing the illumination of the Colonial Exposition.

LOWELL COURIER-CITIZEN 5/26/31

MAYOR CURLEY SEES SIGHTS OF PARIS

PARIS, May 25 (AP).—Mayor James Curley of Boston, Mass., spent what he called "a quiet and interesting day" seeing various sights of Paris under the guidance of his friend, Anthony H. Manley, a former Bostonian, who is now practicing law here.

He expected to attend the opening of the American section of the colonial exposition tomorrow afternoon.

NEW BRITAIN RECORD, MAY 22, 1931

OLD BOSTON NOW HOST TO CURLEY

Mayor Curley Welcomed By Officials of English Town Today.

By CHARLES SMITH.

Boston, England, May 22 (INS)—In a colorful old-world ceremony Mayor James F. Curley of Boston, Massachusetts was welcomed by officials of this ancient town today on his arrival to repay the visit by the Lord Mayor of Boston, England, to the Massachusetts capital last year.

Depressing weather and the fact Mayor Curley was an hour late failed to dampen the enthusiasm of the British Bostonians and they accorded the visiting American executive a tremendous ovation.

Sixteen miles outside of Boston on the London road, Mayor Curley was met by a fleet of cars containing officials of the local council and the entire delegation which visited Boston, Massachusetts, last year.

Holiday Declared.

A local holiday had been declared in honor of the occasion, and virtually the entire population of the town turned out to pay homage to the visiting mayor. Six thousand children waving Union Jacks greeted the procession when it reached the flag-bedecked market place, and spectators along the entire route cheered as the line of cars proceeded through narrow twisting streets to the municipal buildings.

Arriving at the city hall, Lord Mayor William Lunn and the Lady Mayoress received the Boston executive in their full robes of office. Mayor Curley was attired in a frock coat and top hat.

Greeted By Cheers.

"This visit," said Lord Mayor Lunn, "sets the seal of joy on the most important event in the Town of oston for many, many years. I heartily welcome the Mayor of our daughter city of the west."

A salvo of cheering lasting for a full two minutes greeted Mayor Curley as he began to respond to Mayor Lunn's speech.

"I believe," he said when silence was restored, "that this visit will promote a more idealistic conception of the duties of the English speaking nations toward one another."

At the conclusion of the official greeting, Mayor Curley inspected a guard of honor composed of war veterans and then proceeded to the council chamber, where he was accorded the freedom of the town and presented with an illuminated scroll enclosed in a finely decorated gilt casket.

Expresses Thanks.

During this ceremony, the crowd outside repeatedly cheered, and at length Mayor Curley was forced to acknowledge the ovation by appearing on the balcony of the building. He expressed his deep appreciation of the cordial welcome bestowed upon him, which had truly made him feel 'among friends."

"I feel I am back in my home Boston," he said, "which has far outgrown its mother city."

Another terrific burst of applause greeted his words.

Mayor Curley, accompanied by Edmund Dolan and members of his party, were entertained at a private luncheon by the Lord Mayor. A program of sightseeing was planned for the afternoon.

HOLYOKE TRANSCRIPT 5/23/31

Years ago, when that wonderful first generation of our people who came from Ireland, were coming to these parts, there was much rivalry as to county birthplaces. When Irish men and women met—and the women were never in the background—their first query was "What county did you come from?" Early Irish settlers in Holyoke came mainly from County Kerry, with County Cork the next contributor. Up the valley they came from Counties Waterford and Tipperary, making Northampton their central point. When a man like D. W. Kenney came from County Waterford, or men like Rev. P. B. Phelan and the late John Stapleton came from County Tipperary they were labelled by their neighbors. In Chicopee and Springfield, where there was much mixing of backgrounds there was often much quarrelling too. County feuds were at one time so prominent that when the late Fr. Robinson, so famous in Chicopee a generation ago, first met his new parishioners he told them he wanted no county differences and that he could make an end to them because he came from Hampden county. All this, and it is worth mentioning because that kind of a county issue is long passed, is suggested by Nomad's story in the Boston Transcript of Mayor Curley's visit to the old home of his ancestors. Says Nomad: "Mayor Curley is visiting his ancestral home, which is in the village of Oughterard, in County Galway. (Not 'Galway county,' as the A. P. has it.) Galway is that part of Ireland which has been described as 'lying to the westward of the law,' and Oughterard is in the western part of Galway—a little short, however, of being in those wild regions known as Connemara and Joyce's country. The inhabitants of Galway are descended from the sturdy people who resisted Cromwell to the last and who, driven back step by step to the roughest part of Ireland close by the sea, maintained their integrity and kept their language to the last. They are Irish of the Irish, though not quite so much so ,perhaps, as the Kerry people, who claim to be the purest descendants of the autochthones, or original inhabitants of the island. America is full of Galway people. Besides being much afflicted and driven out by the famine, they were ever great navigators, and America was just across the Great Pond to them. James B. Connolly has written a lot of most interesting stories about them and the Arran islanders, who are of the same race. But what a lot of more or less enforced intermingling the Irish people, through the centuries, had to submit to! England settled many thousands of soldiers and adventurers upon them, and they absorbed Danes, Germans, Scots (who were, however, originally from Ireland), Spanish and French. They eventually made all these intrusive immigrants more Irish than the Irish. And in their turn they sent many of their people to the Continent, sprinkling the history of France, Spain and even Austria with Irish names. It is said by some that they first discovered America, but whether or not they first discovered it, they certainly discovered it. Through centuries the language of the Scottish Highlands was spoken of only as "Irish." The Bible was translated into Irish "in order that the people of Scotland might read it." The language is still spoken in Galway, and the Dublin scholars who are officially restoring its use in the Free State, and teaching it in the schools, have had to go to Galway to learn it. A pamphlet which has recently been added to collections of the Boston public library, which is entitled 'State of the Society in Scotland for Propagating Christian Knowledge,' printed in Edinburgh in 1741, says: 'Here (in the Highlands of Scotland)the Irish tongue is the only language, except in noblemen and gentlemen's families, whereby the natives are strangers to the world, being incapable to converse but in that language.' This was not strange, for the original name of Ireland was Scotia, Ireland itself being Greater Scotia and Scotland Lesser Scotia."

LAWRENCE TRIBUNE 5/23/31

CURLEY HONOR GUEST AT BOSTON, ENGLAND

BOSTON, Lincolnshire, England, May 22 (AP)—Repaying a call of a year ago, Mayor James M. Curley of Boston, Mass., made an official visit today t othe mayor of this far older and much smaller Boston.

It was a gala da yfor this little English market town, British Bostonians leaving their shops and houses to greet the civic head of the American city which was named in honor of this centuries old place.

Mayor Curley this evening was the guest of hono rat a banquet attended by town officials and all of the leading citizens. During the speech-making local historians recalled the Pilgrim Fathers departure from this town to the far coast where they founded a new colony.

Mayor Curley plans to return to London tomorrow. His future plans have not been announced but it was understood he might go to Paris for the weekend.

PITTSFIELD EAGLE 5/21/31

A Mayor in the Year 1934

CURLEY'S FUTURE

Boston newshawks are not adding to their reputation as acute news men when they devote columns to discussing whether Mayor Curley of Boston will be a candidate for governor next year. James Michael will not be such. He is too clever a politician to decide otherwise. He will be an Ely man without reservation.

But just wait until 1934! Keep your eye on the mayor at that date. Neither need anybody be astonished if Governor Ely himself, to all intents and purposes, should be a Curley man when his own time runs out.

MILFORD NEWS 5/22/31

CURLEY VISITS BOSTON, ENG.; HOLIDAY TODAY

Boston, Eng., May 22—In a colorful old-world ceremony, Mayor James M. Curley of Boston, Mass, was welcomed by officials of this ancient town today on his arrival to repay the visit by the lord mayor of Boston, Eng., to the Massachusetts capital last year.

Depressing weather and the fact that Mayor Curley was an hour late, failed to dampen the enthusiasm of the British Bostonians, and they accorded the American executive a tremendous ovation.

Sixteen miles outside of Boston, Mayor Curley was met by a fleet of cars containing officials of the local council and the entire delegation which visited Boston, Mass., last year. A local holiday had been declared in honor of the occasion, and virtually the entire population of the town turned out to pay homage to the visiting mayor.

Six thousand children, waving Union Jacks, greeted the procession when it reached the flag-bedecked market place. Arriving at City hall, Lord Mayor William Lunn and the Lady Mayoress received the Boston executive in their full robes of office. Mayor Curley wore a top hat and frock coat. A salvo of cheering, lasting for a full two minutes, greeted Mayor Curley as he began to respond to Mayor Lunn's speech of welcome.

"I believe," he said, "that this visit will promote a more idealistic conception of the English speaking nations towards one and another." At the conclusion of the official greetings, Mayor Curley inspected a guard of honor and then proceeded to the Council chamber, where he was given the freedom of the town and an illuminated scroll.

SPRINGFIELD REPUBLICAN 5/22/31

NORTH GERMAN LLOYD STUDIES CURLEY'S PLAN

Hub Mayor Proposes Bremen and Europa Sail From Boston

New York, May 21—(AP)—The North German Lloyd line is studying a proposal by Mayor James M. Curley of Boston that its two largest liners operate from Boston instead of New York.

Before sailing for Europe recently the Boston mayor, who has been working to establish the Massachusetts city as a great ocean terminal, visited the line's offices here and outlined his proposal that the steamers Bremen and Europa sail from Boston.

Since it is 250 miles nearer Europe than any other seaport on the Atlantic coast of the United States, he said, the fastest ships could make the crossing in four days, a substantial reduction. Speedy trains could take passengers to other cities, he pointed out.

The North German Lloyd officials here told him they would take the plan under consideration. Mayor Curley said he would also discuss the project with the Cunard and French lines.

Approximately 36,300,000 checks are expected to be issued the current fiscal year by the treasury. The total last year was 33,192,936.

5/22/31

LOWELL COURIER-CITIZEN

MAYOR CURLEY VISITS HOUSE OF COMMONS

LONDON, May 21 (AP).—Mayor James M. Curley of Boston, Mass., and Mayor C. H. Doughty of Boston, Lincolnshire, visited the House of Commons together today as guests of Foreign Secretary Arthur Henderson. They listened to the debate from the distinguished strangers' gallery.

PORTLAND PRESS-HERALD 5/23/31

Mayor Curley Visits English Boston Mayor

Massachusetts City's Executive Is Honor Guest At Formal Dinner Friday

Boston, Lincolnshire, England, May 22—(AP)—Repaying a call of a year ago, Mayor James M. Curley of Boston, Mass., made an official visit today to the mayor of this far older and much smaller Boston.

It was a gala day for this little English market town, British Bostonians leaving their shops and houses to cheer the civic head of the American city which was named in honor of this centuries old place.

Mayor Curley this evening was the guest of honor at a banquet attended by town officials and all of the leading citizens. During the speechmaking local historians recalled the Pilgrim Fathers' departure from this town to the far coast where they founded a new colony.

Mayor Curley plans to return to London Saturday.

NEW YORK TIMES MAY 25, 1931

CURLEY SPEAKS FROM PARIS

Boston Mayor Is Heard Here in Radio Tribue to France.

PARIS, May 24 (AP)—Mayor James Curley of Boston, Mass., in a one minute and a half radio address from the Eiffel Tower tonight, paid a tribute to the traditional friendship between France and America. Mayor Curley's address was broadcast throughout Europe.

Before he left the broadcasting station Mayor Curley received word from America that his address had been received clearly across the Atlantic.

Tomorrow he will call on General Gouraud and other friends in Paris, later joining the other American mayors who are visiting France and remaining with them about five days. He then will go to Italy.

MAY 20, 1931
NORTH ATTLEBORO CHRONICLE

CURLEY PRAISES RUM LAWS

Cork, Irish Free State, May 20.—Mayor James M. Curley of Boston, who is visiting here, yesterday declared the Irish administration of liquor laws is "magnificent."

"I haven't seen a single drunken man in this country," Mayor Curley said. "The reason is that the bootlegger doesn't get a monopoly on the business as he does in America. The Irish government so administers the liquor traffic that the people get reasonable refreshment at a fair price.

"I think we are due to see an amendment to the liquor laws in the United States, and we would be well advised to follow Ireland's lead. The menace to our civilization is the bootlegger. It is he who is responsible for our crime. It is a menace which our people will have to face."

MAY 20, 1931
PORTLAND PRESS-HERALD

Curley Declares Irish Regulation Of Liquor Traffic Magnificent

United States Should Follow Lead Of Free State, Says Mayor; Sees No Drunks

Cork, Irish Free State, May 19—(AP)—Mayor James M. Curley of Boston, who is visiting here, today declared the Irish administration of liquor laws "magnificent."

"I haven't seen a single drunken man in this country," Mayor Curley said. "The reason is that the bootlegger doesn't get a monopoly on the business as he does in America. The Irish government so administers the liquor traffic that the people get reasonable refreshment at a fair price.

"I think we are due to see an amendment to the liquor laws in the United States and we would be well advised to follow Ireland's lead. The great menace to our civilization is the bootlegger. It is he who is responsible for our crime. It is a menace which our people will have to face."

WORCESTER POST, MAY 21, 1931

May Make Hub North German Lloyd Terminal

NEW YORK, May 21 (AP)—The North German Lloyd Line is studying a proposal by Mayor James M. Curley of Boston that its two largest liners operate from Boston instead of New York.

Before sailing for Europe recently the Boston mayor, who has been working to establish the Massachusetts city as a greater ocean terminal, visited the line's offices here and outlined his proposal that the steamers Bremen and Europa sail from Boston.

Since it is 250 miles nearer Europe than any other seaport on the Atlantic coast of the United States, he said, the fastest ships could make the crossing in four days, a substantial reduction. Speedy trains could take passengers to other cities, he pointed out.

The North German Lloyd officials here told him they would take the plan under consideration. Mayor Curley said he would also discuss the project with the Cunard and French lines.

LAWRENCE EAGLE 5/21/31

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ATHOL CHRONICLE 5/20/31

Mayor Curley of Boston has won a decision over Police Commissioner Hultman that any car "owned, used or controlled by the Mayor" can operate without regard to traffic rules. Thus we expect the Mayor can park beside a hydrant if there is no other parking place handy, or even park in the middle of the street for convenience. What a pleasure that must be.

COURIER-CITIZEN, MAY 20, 1931

IRISH LIQUOR LAWS OVERWHELM CURLEY

"Magnificent" System Dispenses Reasonable Refreshment, but Checks Drunkenness.

CORK, Irish Free State, May 19 (AP)—Mayor James M. Curley of Boston, who is visiting here, today declared the Irish administration of liquor laws is "magnificent."

"I haven't seen a single drunken man in this country," Mayor Curley said. "The reason is that the bootlegger doesn't get a monopoly on the business as he does in America. The Irish government so administers the liquor traffic that the people get reasonable refreshment at a fair price.

"I think we are due to see an amendment to the liquor laws in the United States and we would be well advised to follow Ireland's lead. The great menace to our civilization is the bootlegger. It is he who is responsible for our crime. It is a menace which our people will have to face."

HARTFORD COURANT 5/20/31

Curley Likes Ireland's Liquor Laws Handling

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"I haven't seen a single drunken man in this country," Mayor Curley said. "The reason is that the bootlegger doesn't get a monopoly on the business as he does in America. The Irish Government so administers the liquor traffic that the people get reasonable refreshment at a fair price.

"I think we are due to see an amendment to the liquor laws in the United States and we would be well advised to follow Ireland's lead. The great menace to our civilization is the bootlegger. It is he who is responsible for our crime. It is a menace which our people will have to face."

SPRINGFIELD NEWS 5/21/31

BOSTON, ENG., HAS CELEBRATION READY FOR MAYOR CURLEY FRIDAY

London, May 21—Plans were made by officials of Boston, Lincolnshire, today to extend a colorful greeting to Mayor James F. Curley of Boston, when he returns the visit paid by the English town's mayor to the "Hub" last year.

Leaving his London hotel at 8.30 a. m. Friday, Mayor Curley will motor to Boston with an official escort. Sixteen miles outside the town he will be met by a delegation of civic officials and escorted to the municipal building, where a formal welcome will be given him.

H. P. INDEPENDENT 5/17/31

MUNICIPAL GOLF COURSE TO BE STARTED SOON; BIDS ARE OPENED

Very Attractive and Picturesque Course Planned; Ideal Location for Hyde Park; Municipal Golf Tournament May Be Held Here Next Year; Golf Professionals to Be Seen Here for First Time

The bids for the construction of the new Municipal Golf Course have been opened and there is every reason to believe that the work can be started in the near future. The lowest bid was submitted by Thomas J. McCue of Watertown, for $198,000. This added to the cost of the land, the preliminary work already done, the club house and expenses that may arise, the total cost will be between four and five hundred thousand dollars.

This community is very fortunate in having a course so conveniently situated, and upon ground so ideally suited for its purpose. The lay of the ground makes possible a most picturesque course with endless variety of vistas at every hole, hills and valleys, undulating fairways, and all manner of natural hazards.

The land did not lend itself to residential development and it would have been many years before some parts would have undergone development for this purpose.

It will now be transformed into a most attractive and serviceable development, bringing healthful recreation to all and greatly enhancing the value of the surrounding territory.

His Honor Mayor Curley and his able park commissioner, Mr. Long, with his efficient corps of assistants are to be congratulated upon their vision and effort that has made this most useful and attractive course available.

We are publishing in our next issue a cut of the grounds plan showing the length and location of each hole with hazards and bunkers.

It was a very happy thought on the part of the Mayor in suggesting that the course be named after Mr. George Wright, who was the first one to bring the game of golf to Boston. It is rumored that the Nationa Amateur Municipal Golf association will hold its annual tournament on these links in 1932.

SPRINGFIELD REP 5/12/31

SELECTMEN NOW OPPOSE CURLEY BILL

State Association Changes Front on Gas Tax Distribution Following Charges Members "Hoodwinked"

Boston, April 11—(AP)—The state selectmen's association today went on record as opposed to a bill of Mayor James M. Curley of Boston, providing that the cities and towns be given one cent of the two-cent gasoline tax. The association voted to instruct the legislators of the state of their action.

The vote of the selectmen followed charges that they were "hoodwinked" into indorsing the Curley bill.

Alex etterman, of the Association of Massachusetts Mayors and Selectmen, declared that Samuel Silverman, corporation counsel for the city of Boston, addressing the association on March 30, said the bill would not interfere with the operation of the chapter of the general laws relating to the financial arrangements between cities and towns in respect to the payment for state highways.

Today, Frank E. Lyman, state commissioner of public works, told the selectmen that the Curley bill would interfere with this relationship and that would "break the backbone of the highway law under which the state highways have been constructed."

In addition Zetterman charged, a letter bearing his signature was sent without his knowledge to the selectmen of the commonwealth. This letter, he asserted contained an inaccurate version of the effect of the Curley bill upon the finance of the towns in the state.

SPRINGFIELD UNION 5/14/31

Mayor Curley sometimes makes you think of the little girl with the curl. When she is nice, she is awfully nice. So was the mayor, Friday evening, in referring so magnificently to Gov Ely as "the busi-'est, most capable and most efficient 'chief executive that this common-'wealth has known in a quarter of a 'century."

REP. SPRINGFIELD 5/12/31

Coolidge to Get His Old Fireplace

Mayor Curley Saves It from Adams House, Now Being Razed.

BOSTON, April 13—(AP) A fireplace which knew Calvin Coolidge as an ambitious and not too conspicuous member of the Massachusetts Legislature is to be his. It is the wish of Mayor James M. Curley of Boston.

The Mayor struck the first blows in the razing of the old Adams House today, but before doing so he inspected the two rooms and bath Mr. Coolidge occupied while serving as Northampton's representative in the Legislature. Curley then secured the promise of the head of the wrecking company that the fireplace would be kept intact so it could be sent to the former President.

The Adams House was one of Boston's oldest hotels, and on its register had been written the signatures of many famous persons.

H.P. INDEPENDENT
5/17/31

E.B. ARGUS 5/17/31

LONG AWAITED IMPROVEMENT OF HYDE PARK AVENUE IS ASSURED IN NEAR FUTURE

Local Manufacturers Organize Committee of Board of Trade; Plans Joining New England Council For Improvement; Chairman Watson of Municipal Service Committee Reads Commissioner Rourke's Reply

The Manufacturers Committee of the Hyde Park Board of Trade held its second luncheon meeting on last Thursday at the Waffle Shoppe. After partaking of a tasty lunch the meeting was called to order by the president, T. F. McMahon.

J. T. Robinson was asked to outline the plans proposed for organizing the manufacturers of Hyde Park as a unit within its board that would more closely draw together the manufacturers for cooperative effort and to present a united front on questions of public movement.

A number spoke on the benefit it would acrue to the individual members as well as the group if the proposed plan was put into effect. It was then voted to organize and Mr. Robinson was elected chairman and Mr. Peterson, secretary of the committee.

A number of the manufacturers have signified their intentions of joining the board if they have not already done so. When a sufficient number have become members the board plans to join the New England Council and enjoy the practical benefit to be gained by such union.

At a previous meeting held a week ago a number of manufacturers complained of the damage to their rolling stock and inconvenience caused by the almost impassable condition of Hyde Park avenue from Cleary square to Readville. They asked the board to see if something could not be done to better this condition.

The matter was referred to the committee on municipal service to be brought to the attention of the Commissioner of Highways.

James Watson, chairman of the committee, read a communication from the commissioner, which follows:

Boston, April 11, 1931.

Mr. James Watson,
Chairman, Committee on Public Service, Hyde Park Board of Trade, Hyde Park, Mass.

Dear Mr. Watson:

In reply to your letter of April 10, regarding the status of the proposed reconstruction of Hyde Park avenue, from Cleary square to Readville. The underground work will be completed very soon, after the Dedham Gas and Electric Company gets through. The surface drainage work was completed last year, and we figure being ready to advertise a contract for the paving of the entire stretch within a month.

Yours very truly,
J. A. ROURKE,
Commissioner of Public Works.

The report of the committee was placed on file awaiting results but it was the consensus of opinion that the conditions will have to be bettered at once. The manufacturers are heavy tax payers and should be relieved.

As far as can be learned no new construction is planned on Hyde Park avenue or in the Mt. Hope section for this year.

POLITICAL POINTERS

A close friend of John Boyle says that Johnny has not any present intentions of being a council candidate.

During the period of tunnel construction, all vehicles will be excluded from London St., between Decatur and Maverick Sts.

If East Boston is ever to be a shipping terminal, how can votes for a quarter of a million of state money be justified on the airport?

It is obvious that Mayor Curley thinks very little of the character of leadership at Washington. Now if Tammany only had a big slimy finger in the pie?

James J. Callahan of Wordsworth St., may be a councilmanic candidate if he thinks sufficient sentiment may develop in his favor to warrant him entering the race.

"That the Public Works Commission be requested, through His Honor the mayor, to remove the gasoline and oil shed, also the building that houses the steam roller, from the Eagle hill playground to the city yard adjoining." Passed under suspension of the rule.

And on top of it all, Curley comes out and says: "The question of prohibition must be settled by ballot before its slimy trail reaches such proportions as may make necessary its solution by other than peaceful methods." Looks like the game of "which hand do you choose—they're both empty."

As laudable an utterance as ever came from the lips of any executive of this great city, was the recent appeal by Mayor Curley for the inauguration of an impetus, to be fostered and developed, for the adequate advancement of that great municipal philanthrophy, the Boston City hospital, and it is to be earnestly desired that his hopes and wishes, along the lines of minimizing, as much as possible, the sufferings of the afflicted —both in mind and body—will obtain the support and encouragement they so richly merit.

THE NEW YORK TIMES 5/21/31

Potential Whalens

Lament has been set up by a would-be host to the party which President Hoover will bring to Valley Forge, Pa., on Memorial Day. Holding office with the Valley Forge Historical society, not to mention the rectorship of the Valley Forge Memorial church, this would-be host says that the Valley Forge Park Commission deliberately and out of jealousy kept him off the committee to welcome the President.

Here is a political issue that may yet upset Tammany. It may yet defeat James M. Curley in Boston. It might, years before Anton Cermak, have thrown Bill Thompson out of the Chicago City Hall.

For greeting is one of the sacred prerogatives of the elected. In New York, successive administrations have turned over the office of greeter to Grover Whalen, who has become as much a part of an official reception as the fire tugs and torn-up telephone books. Send the duke of Timbuctoo to Boston and Mayor Curley swells out to receive as much clamor as the duke himself. Settle a visiting king (George V excepted) onto Michigan Boulevard and Bill Thompson formerly and doubtless Cermak today would go forth and get half the crown of glory.

But if these prerogatives are to be disputed, there's no telling what will become of political organization. Suppose Al Capone decides that he should greet a visiting celebrity to Chicago! (Without gun-fire, that is.) Suppose ex-Mayor Fitzgerald coveted the job of greeter-in-chief at the South Station! Suppose Chief Curry or Magistrate Vitale or Judge Vause decided to buy a gardenia, board the Macon and say "Hello" to the next channel swimmer! Suppose Will Rogers took it into his own hands to welcome future ambassadors!

Just suppose! Not even Tammany could survive such competition. Political order would vanish. This would become a nation of anarchists, everybody hitting everybody on the nose so's to be permitted to greet everybody else.

PITTSFIELD EAGLE 5/18/31

GALWAY, Irish Free State.—Mayor James M Curley of Boston left with his party today in continuation of his tour of Ireland. He visited his ancestral home at Oougterard, in Galway county, yesterday. He had been in Oughterard an hour before the townspeople were aware of his arrival.

His next tsop will be Limerick.

WORCESTER GAZETTE 5/18/31

CURLEY TRAVELS IN IRELAND

GALWAY, I. F. S., May 18 (AP)—Mayor James M. Curley of Boston left with his party today in continuation of his tour of Ireland. He visited his ancestral home at Oughterard, in Galway county, yesterday. He had been in Oughterard an hour before the townspeople were aware of his arrival.

His ne ' stop will be Limerick.

WORCESTER TELEGRAM 5/18/31

The Bremen and Europa May Try Boston Plan To Cut Time of Crossing by Docking There

Wireless to THE NEW YORK TIMES.

LONDON, May 20.—A proposal that the express steamers Bremen and Europa should operate from Boston instead of New York as a means of reducing the Atlantic Ocean crossing to four days has been submitted to the North German Lloyd Line, according to Mayor James Curley of Boston.

Mayor Curley, who has come abroad for the purpose of conferring with European steamship officials and visiting ports, arrived in London today from Ireland.

"Boston has a great geographical advantage which has never been utilized," he told your correspondent. "Since it is 250 miles nearer Europe than any other Atlantic Coast American seaport, the fastest ships could easily make the crossing in four days, which would be a considerable saving."

Before Mayor Curley sailed for Europe he had conferences with North German Lloyd officials and these will be resumed on his return to the United States next month.

"Afterwards," he said, "it is likely that the Bremen and Europa will try sailing from Boston. The project also is being discussed with the Cunard and French Lines."

The Mayor pointed out that Boston already has pier facilities, with the additional advantage of railway tracks running alongside piers which were built during the World War. On these, passengers could take fast trains direct to New York, Chicago and other centers.

Boston has spent $10,000,000 developing her airport and will spend $16,000,000 more on a tunnel through which the heart of the city can be reached from the airport in a few minutes—all of which, Mayor Curley said, would help in establishing Boston as a great ocean terminal.

The Mayor landed at Plymouth last Friday and since has been in Liverpool, Dublin and Galway, discussing his project with steamship men of those ports.

On Friday he will pay an official visit to Boston, England, returning that of the Mayor of that town to Boston, Mass., last year. On Saturday he will attend the Colonial Exposition at Paris as a guest of the French Government.

MILFORD NEWS 5/18/31

CURLEYS IN IRELAND

Dublin, Irish Free State, May 18—Mayor Curley of Boston has arrived here with his daughter and some friends. They plan to motor to Galway, his ancestral home, thence to Limerick and Killarney, returning to London next week.

LYNN ITEM 5/18/31

MAYOR CURLEY IS ON WAY TO LIMERICK

GALWAY, Irish Free State, May 18, 1931—(AP)—Mayor James M. Curley, of Boston, left with his party today in continuation of his tour of Ireland. He visited his ancestral home at Oughterard, in Galway county, yesterday. He had been in Oughterard an hour before the townspeople were aware of his arrival. His next stop will be Limerick.

(CONTINUED) WORCESTER TELEGRAM. MAY 17, 193

spectacle in Massachusetts politics to see Mr. Fuller as the organization candidate. There are other reasons why Mr. Fuller might not run but certainly he has privately expressed the wish, many times, that he might return to Beacon Hill.

Allen and Warner

Should Mr. Fuller decline, there is the possibility that former Governor Allen might seek that which he was denied—a second term. And there is no question but what Atty. Gen. Warner would more than welcome the call to attempt to ease his hope to be governor so rudely shattered by Mr.. Fuller. President Gaspar G. Bacon of the state Senate also looms as a commanding figure in the background when the party is ripe for a "wet" candidate. Most of these men, with the exception of Fuller, however, would rather have some other opponent than Mr. Ely.

Mr. Youngman is probably not sanguine that he can defeat Ely. He rather predicates his chance of election on the candidacy of Mayor James M. Curley. It is a perfectly good premise too, for the Democrats outside of Boston will never assist Curley to walk up Beacon Hill. But if it should become certain—and just now there isn't a chance in a million—that Ely would not seek re-election there would likely be a mad scramble among the Republicans for the gubernatorial plum.

Another interesting deduction is that Mr. Youngman wants the nomination next year, regardless of his opponent, so that he will be in position to demand the nomination in 1934.

Not Beneficial

No matter how you look at it, however, the week's row has not been beneficial to the party and in the future the loyal Republicans, who place party and good government above presonalities, are hoping the combatants will retire to the backlots to settle their differences instead of taking advantage of every opportunity to give the typewriter a hot box.

The plan for the redistricting of congressional districts which has been presented by the special legislative committee faces a stiff fight from Democratic leaders but in the end it is likely to prevail. There is a feeling that despite the glowing advantages conceded to the Democrats under the new plan they are no better off than they were when Massachusetts had 16 districts. There is particular objection to splitting up some of the large cities like Cambridge and Lawrence.

Governor Ely has thus far held aloof from the controversy which has given rise to the belief that he will permit the Democratic leaders to make their fight, and, if they are unsuccessful, will sign the present plan instead of throwing the congressional elections into state-wide contests. He doesn't want to do that if he can help it and the majority plan doesn't seem to demand it.

Not Much Hope

The fact that several Democratic members of the redistricting committee have signed the report and that it meets the approval of the present Democratic congressmen doesn't offer much hope of upsetting it. The Democratic congressmen, of course, have signified a willingness to get behind any plan the party supports but secretly they are hoping it will be approved.

There is another angle to this redistricting problem that augurs well for the report. It has not disturbed to any extent the present districts and the members of the Legislature who find that their congressmen are safe are likely to rally to its support.

The Democrats believe they should have five certain districts, the Republicans five and that four should be fighting ground. One of the districts that would be made Democratic is the Worcester or Fourth district.

Under the plan reported the Republicans have nine certain districts and a 10th district as long as George Holden Tinkham is the candidate. With Tinkham out, however, the district he represents is Democratic. The Democrats have four districts certain and a fifth when Tinkham retires, and one is a fighting ground. The fighting district is in the Cambridge sector, where it is felt certain that Mayor Richard M. Russell, a relative of one of the most popular Democratic governors the state ever had—William E. Russell—would be certain of victory.

So there isn't much difference in the plans.

Democratic Contention

The Democrats, however, content that as the lineup is today they could win six of the districts, assuming that Tinkham retired and that the district represented by Charles L. Underhill of Somerville is Democratic, as recent votes for other offices indicate. They say that under the new plan they get only six anyway, while under the plan they have in mind they would have a chance to win nine, although only five would be certain. They prefer to have four districts fighting territory.

The Democratic plan is one prepared by Charles H. McGlue, a former chairman of the state committee, who claims the plan reported is the worst example of "gerrymandering I have seen in 20 years." He says the plan reported allows for a discrepancy of 38,000 population between districts, while under his plan 1000 would be the most.

The Democratic view is a little disappointing. It means the Legislature will be tied up with a fight that probably won't amount to anything in the end except time wasted. Of course the argument is on the premise that the state is Democratic because of its presidential vote for Smith, and more recently its election of a Democratic governor and United States senator and, therefore, it should have the majority of congressmen. But it will require much more conclusive evidence before there is ready acceptance of the belief that the Democratic tendency in the state is permanently predominant.

Rep. Howard S. Shepard of Shrewsbury, according to latest reports, may be a candidate for the Republican nomination for senator to succeed Senator Elbert M. Crockett of Milford when the latter becomes county commissioner of Worcester. Mr. Crockett will fill the vacancy caused by the retirement of Warren Goodale of Clinton, when he reaches the retirement age in September.

Senator Crockett has not yet divulged if he will retire before his term as senator ends or if he will try to carry on both the county commissioner's work and his senatorial duties. The belief is that he will permit that question to be settled by a gathering of the district Republican town committees. Senator Crockett, in his dual capacity, would be extremely valuable to the county of Worcester. He would be on hand to take a personal interest in legislative affairs affecting the county for the balance of his term.

Is No Novice

Although Representative Shepard is a new member of this year's House, he is no novice in the Legislature. He served a term in the House in 1921 and 1922, and is thoroughly familiar with the duties of a member of the General Court, and well acquainted with the problems of the Fourth Worcester district, which Senator Crockett represents.

Representative Shepard, however, is not likely to have the place without a contest. Rep. Louis A. Webster of Blackstone and Selectman Joseph A. Patenaude of Webster would be formidable candidates for nomination, particularly the latter, who sought the nomination last year. Both are being urged to get into the fight. Mr. Shepard will argue that Shrewsbury has not had a senator for one or more generations, if ever before, and that the town is entitled to recognition.

On the Democratic side there is general urging of Rep. John S. Derham of Uxbridge to get into the fight. He would have no opposition, and his supporters believe his prominent service in the Legislature and his vote in his representative district, normally Republican, would make him a strong contender for the senatorship.

SALEM NEWS, MAY 18, 1931

CURLEY GOING TO GALWAY

Dublin, Irish Free State, May 16 (AP)—Mayor Curley of Boston arrived here today with his daughter and some friends. They plan to motor to Galway, his ancestral home, thence to Limerick and Killarney, returning to London next week.

HARTFORD COURANT, MAY 19, 1931

Mayor Curley Guest Of Irish Free State

Dublin, May 18.—(AP.)—Mayor James M. Curley of Boston and his party, who are visiting Ireland, were guests of the Free State government at dinner tonight.

In the absence of President and Mrs. Cosgrave, General Mulcahy acted as host. Frederick Sterling, American minister, with secretary of legation James Orr Denby and Mrs. Denby were guests at the dinner.

QUINCY NEWS, MAY 19, 1931

CURLEY IN KILLARNEY

Dublin, Ireland (UP)—Mayor James M. Curley of Boston visited the Shannon electrification project at Killarney. He said he would leave Cork for London and Paris tonight.

WORCESTER TELEGRAM - MAY 17 1931

Back Yard Wrangling May Cause G.O.P. Crisis

Taylor-Liggett-Youngman Differences Hurt Party's Chances in 1932, Say Observers, and May Smash Party Loyalty—Opinions in Conflict on Youngman—Stiff Fight Expected on Redistricting Plan—Shepard Suggested to Succeed Senator Crockett

By JAMES H. GUILFOYLE

BOSTON, May 16.—The deplorable backyard wrangling in which some of the G. O. P. leaders have indulged during the past week is likely to bring an early crisis in the Republican party. These leaders must have known the brickbats they hurled wouldn't do the party any good and would cause irreparable damage. Why they persist in airing their personal grievances in public is a mystery. In the future the party will need more brain work and less tongue wagging.

Unless the differences between Chairman Amos L. Taylor of the Republican state committee, National Committeeman Louis K. Liggett, Lieut. Gov. William S. Youngman and the others are speedily composed, the Republicans are going to find it difficult not only to elect a governor but to carry the state for the 1932 presidential nominee. Not satisfied with fomenting troublesome discussion over the prohibition issue a year before the National convention, the men to whom the party has looked for leadership seem determined to make the pathway of candidates more difficult. They have raised an issue of personalities that is certain to result in a factional split if continued further.

No Excuse

Regardless of the differences of opinion over the pre-primary convention plan there is no excuse for a display of ill humor, and every person who has contributed to the statements of the past week will share the blame if the party is defeated next year. How the old guard must long for the leaders of old—Crane, Lodge, Weeks and their like—who accomplished much quietly and effectively and without nauseating publicity.

There is a wide difference of opinion as to the effect the week's debacle has had on the candidacy of Lieutenant Governor Youngman, who will seek the party's gubernatorial nomination no matter what happens.

There is a large circle who believe the lieutenant governor has emerged as the biggest figure in the Republican party. They say he has expressed an opinion which many have held with respect to the present leadership. The publicity he has obtained, they declare, is valuable and particularly as it pictures him fighting for the rights of the people to nominate their candidates by direct primaries. This issue is considered one of tremendous value in going before the voters in the primaries.

Curious Reactions

His demand that Mr. Taylor resign has brought curious reactions. It finds support in the past utterances of such men as Former Gov. Alvan T. Fuller, Judson Hannigan, president of the Republican club of Massachusetts, and many others. At the same time many of those who believe that Mr. Taylor should resign are not enthusiastic for the Youngman gubernatorial candidacy.

Those who take the opposite view believe Mr. Youngman has tremendously weakened his position. They say Mr. Youngman must have known, as did everyone else, that the pre-primary convention plan had no chance of success in the present Legislature. Mr. Youngman made a canvass far in advance and knew it was doomed to overwhelming defeat. If he was not certain, he had a sufficient number of friends in the General court through whom he could work for its defeat. He had stated his opposition to the plan forcibly and this group say there was no excuse for him to indulge in personalities.

More Gallant Figure

Allowing that it makes one smart to be the object of an attack by such men as Taylor and Liggett, they believe Youngman would have emerged a more gallant figure if he had ignored these attacks, repeated his opposition in a dignified way and taken personal glory for the result without dragging the party leadership through the mire.

Mr. Youngman speaks as the highest elected official of his party and has made some reference to the huge vote he received at the last election when other candidates of his party went down to defeat. They point out that if the leadership is to be based on the strength of the vote received, then former Governor Allen and Atty. Gen. Warner both received a larger vote. But, of course, this is small grounds for a quarrel. The fact is Mr. Youngman is the highest elected official and, in the minds of no small number, the outstanding Republican in the state today.

The disturbing factor of the present row is that it is likely to smash party loyalty to smithereens. The Taylor-Liggett followers will not warm up to the candidacy of Mr. Youngman for governor and by the same token if he is the nominee they will have to surrender their leadership or the next election will witness the gubernatorial campaign being carried on as an independent enterprise.

Mr. Youngman frankly says that if he is the nominee he will not permit the present organization to have anything to do with his campaign. He will organize his own committee and raise his own campaign fund. Such a situation will be a severe handicap to the party as a whole.

Final Blow

Mr. Youngman has on his side the fact that the present leadership has not been successful and that nearly everything Mr. Taylor has proposed, from the pre-primary convention down to a brief to take the power of approval of the congressional redistricting out of the hands of the Democratic governor, has been rejected. The redistricting committee struck the final blow when it reported that it had no thought of testing the governor's right to pass on the report—notwithstanding that Mr. Taylor had prepared, after weeks of research, an elaborate and extensive brief on the subject.

On the other hand, there is no need for disguising the fact that the "wet" element of the Republican party—and it is quite formidable now—doesn't want Mr. Youngman for governor any more than it wants Mr. Taylor for chairman. It has no complaint against Mr. Liggett, who, by the way, has given much time and money to the cause without the blaring of trumpets.

Mr. Youngman's strength will have to come from the rank and file of the party who are not interested in the wishes of so-called leaders, organizations or wet advocates. In the past he has shown an ability to hold a large following and, no matter how you look at it or your personal opinion of the lieutenant governor, he will have to be reckoned with.

See Two Avenues

It is no secret in Boston that the anti-Youngman forces are clinging to the hope that there are two avenues still open to bring about his retirement from public life. If they are certain that Governor Ely will be a candidate for reelection, it is probable they will do all they can to nominate Youngman in the belief that the Democratic candidate will eliminate him. They will give all the support they dare to Ely in the election to accomplish that purpose.

Strange as it may seem, the other avenue is the possible candidacy of former Governor Fuller, despite the fact he has never played with the organization. They believe Fuller could take the measure of Mr. Youngman and also would be a formidable foe for Ely because of his stand on taxation problems. He has been the only outstanding Republican to keep up a barrage of criticism of the administration and has found some response to it.

Not Pipe Dream

This is not a pipe dream, for it has a foundation in fact as demonstrated by the conversation with a prominent member of the Republican organization.

"What will happen if Mr. Youngman is nominated?" he was asked.

"But," he replied, "Mr. Youngman hasn't been nominated and may not be. If Mr. Fuller keeps coming the way he has in the past few months he may be the nominee."

And that comes from a man who keeps his fingers on the Republican pulse.

There is no certainty, however, that Mr. Fuller would be content to be the tail of the organization kite. Everything he has gotten from public life has been attained through rabid opposition to the powers. His course has not been different from that which Mr. Youngman is now pursuing. It would, indeed, be a new

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LE CITOYEN, HAVERHILL, MAY 15, 1931

LE MAIRE CURLEY DE BOSTON PART POUR L'EUROPE

Le maire Curley est parti cette semaine pour son premier voyage en Europe. Il est accompagné de sa fille, Mlle Mary Curley ainsi que de Mlle Loretta Bremmer, une compagne de classes de Mlle Curley, et de M. Edmund L. Dolan, trésorier

NEW YORK TIMES, MAY 16, 1931

MAYORS ACROSS THE SEA.

Twenty-six American cities which extended their hospitality to the French fliers COSTE and BELLONTE, heroes of the Paris-New York westward crossing, are now the recipients of the French people's appreciation. Twenty-two American Mayors in person and representatives of the other four Mayors have sailed for Paris as the guests of the French Government and the capital on the Seine. It is a return of compliments which is none the less sincere on the part of the French hosts because it promises a real gain in permanent good-will between the two countries, wider personal contacts and increased business relations to the profit of everybody concerned. The presence of twenty-six heads of American cities accompanied by their wives and evidently enjoying themselves is likely to provide a useful corrective to European ideas about the state of civilization in American cities. It ought to show that urban life in the United States does not entirely consist of half the population putting the other half on the spot with the aid of machine guns and "pineapples," otherwise the chief executives could hardly be having such a good time abroad.

After Paris and the rest of France, it is to be presumed that the chief executives will try to get a glimpse of other sections of the Continent, and of course of England. More than the average American tourist, it strikes one that an American Mayor ought to feel at home in foreign cities and countries; he is always traveling in the home countries or home towns of so many of his constituents. What is said of New York and Chicago as among the foremost German, Italian, Polish, Scandinavian cities of the world is true in lesser degree of most other American cities. Even the Mayor of Atlanta, where by the 1920 census the foreign born numbered less than 5,000, has a fair chance of being intercepted in front of the Leaning Tower of Pisa or outside the Munich Ratskeller by a native who had the pleasure of voting for him and is glad to hear that everything in the old town is "okay."

NEW YORK TIMES MAY 14, 1931

21 MAYORS AT FETE ON LINER TONIGHT

Executives of Cities Visited by Coste and Bellonte Will Be Guests of Ile de France.

WILL SAIL TOMORROW

Plan to Visit Paris Exposition—Bust of Herrick Will Be Presented to Paris.

Representing, in the total population of their respective cities, more than 10 per cent of the United States, twenty-five Mayors from all over the country will be dinner guests aboard the French Line flagship Ile de France tonight on the eve of their departure for the International Colonial and Overseas Exposition, by the American committee of the exposition. They will sail Friday afternoon on the Ile de France, to be guests of the city of Paris at the exposition and on a tour of France.

All the cities represented entertained the French transatlantic fliers, Coste and Bellonte, during their good-will flight around the United States, and it was in appreciation of this hospitality to the French heroes that the Municipal Council of Paris extended, through René Racover, organizer of the trip and manager of Coste and Bellonte, the invitation to the Mayors. Twenty-four accepted personally, while four others have appointed official representatives to go in their stead.

The members of the group who will attend the dinner are Mayor and Mrs. John C. Porter of Los Angeles, Mayor and Mrs. Victor J. Miller of St. Louis, Mayor and Mrs. William F. Broening of Baltimore, Mayor and Mrs. Daniel W. Hoan of Milwaukee, Mayor and Mrs. T. Semmes Walmsley and daughter of New Orleans, Mayor and Mrs. Bryce B. Smith and daughter of Kansas City, Mayor and Mrs. George L. Baker of Portland, Ore.; Mayor James L. Key and daughter of Atlanta, Mayor and Mrs. Richard L. Metcalfe of Omaha, Mayor and Mrs. R. B. Marvin of Syracuse, Mayor J. F. Bright of Richmond, Va.; Mayor and Mrs. Walter E. Batterson of Hartford, Mayor Frederick W. Donnelly of Trenton, Mayor and Mrs. R. E. Thomason of El Paso, Mayor George W. Coan Jr. of Winston-Salem, N. C.; Mayor and Mrs. J. H. Bayliss of Pensacola, Mayor and Mrs. Franklin Dubois Lane of Phoenix, Mayor and Mrs. James P. Pope of Boice City, Idaho; Mayor and Mrs. A. P. Gray of Pasco, Wash.

Judge Frank M. Padden, accompanied by Mrs. Padden, will represent Mayor Cermak of Chicago; Sylvester Andriano, president of the board of supervisors, accompanied by Mrs. Andriano, will represent Mayor Rossi of San Francisco; E. Kirk MacKinney, accompanied by Mrs. MacKinney, will represent Mayor Sullivan of Indianapolis, and Henri Prince, accompanied by Mrs. Prince, has been appointed by Mayor Walker to be his representative on the visit to France, although he will be present at the dinner.

Mayor James M. Curley and his daughter sailed last week, and Mrs. Benjamin F. Stapleton of Denver, and Mayor and Mrs. John D. Marshall and daughter of Cleveland, will sail next week, joining the party in Paris.

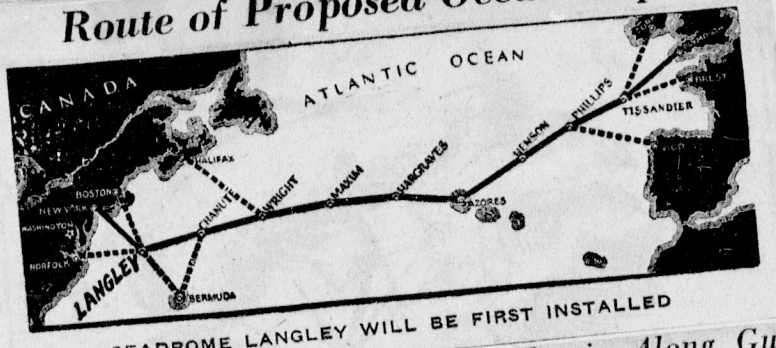
Jean Tillier, president of the French Chamber of Commerce in New York and resident director of the French Line, will preside at the dinner. Paul Claudel, Ambassador of France to the United States, and Mayor Walker will speak.

A bust of the late Ambassador Myron T. Herrick, scultpured from wood from the original White House in Washington, will be turned over by the American committee, its donors, to the group of Mayors for presentation by them to the city of Paris. It will have a permanent place in the Hôtel de Ville in the French capital.

CHRISTIAN SCIENCE MONITOR MAY 12, 1931

350-Mile Hops to Europe, With Hotel Stops En Route, Expected by Fall of 1933

Route of Proposed Ocean Hops



SEADROME LANGLEY WILL BE FIRST INSTALLED

Eight Seadromes Across North Atlantic Along Gulf Stream Will Be Miniature Cities—First Planned to Be Ready Next Year

By VOLNEY D. HURD
Aviation and Radio Editor of The Christian Science Monitor

An Atlantic Ocean but 350 miles wide at its broadest part would make transocean flying simplicity itself. Safety, big pay loads, and flying comfort for the passengers would be the result. In effect, this desired condition is about to be achieved.

The answer is in eight floating islands strung across the north Atlantic; seadromes unaffected by winds or tide, each one a tiny city with every living and recreational comfort.

Transatlantic flying takes on new interest with the Armstrong seadrome challenging the other proposed methods of dirigible and seaplane. The big seaplanes, represented by the DO-X and other types, have as yet to prove themselves the best means of a 2000 to 3000 mile ocean crossing. Despite their ability to land on the water, they must face the question of carrying enough fuel to make the trip in one hop. They must require unusual motor dependability, for, should one be forced down, it would be in difficulty if the water was rough or the repairs such that the crew could not successfully make them.

The first point is the inherent weakness of all aircraft which try long flights. Fuel is heavy. The commercial success of an airplane trip demands the maximum amount of load. If this weight-carrying capacity is used up in fuel, the ship must operate at a loss. The controlling factor in the economic flight of an airplane demands a maximum range of 500 miles. Flights over this distance must face the fuel-load question and the question of increased flight hazard.

The shores of the Atlantic cannot be brought closer together physically. So the Armstrong seadrome has been designed to do this in effect, its plan cutting even the suggested 500-mile maximum hop down to 350 for good measure. This can be achieved by having eight of these affairs anchored in a lane across the Atlantic plus the Azores acting as an intermediate airport.

Such a project sounds rather visionary at first until one studies the designs of Edward R. Armstrong. The first requirement is steadiness. An airplane would have difficulty in landing on a runway which was swinging and pitching. In the Armstrong seadrome a 100-mile-an-hour hurricane sweeping through its understructure will not make it move at the most more than two and a half degrees. Lesser storms will practically not affect it at all.

All Quiet Lower Down

The "How" of this is simple in its conception. Waves are surface manifestations. If we could go down some 50 feet below the surface of the water on a rough day we would feel practically no movement. A submarine can descend from a rough sea and find smooth sailing but a short distance below the surface of the water. If such a submarine should erect a tall mast from its top which would reach well out of the water and we could sit in a crow's nest on top of this mast, we would get no movement, despite the waves sweeping under us.

The reason for this steadiness would be that the floating would be done by a large body located in the still portion of the water and the fact that the mast was so small it would not break up the wave and therefore turn the wave motion into a destructive force. This is in contrast to the pounding of waves against the hull of a big boat or against a shore line where their full force is seen or felt.

The Armstrong device takes advantage of this simple idea. It consists of a huge platform nearly 200 feet longer than the longest ocean liner, supported on streamlined masts or rods which reach down to floats well below the surface. These floats take the place of our submarine. Any waves coming toward the seadrome merely sweep through the narrow supporting masts or columns and pass on through without breaking up or exerting any noticeable force upon these columns.

In addition to this, the Armstrong device goes further, for it has additional columns extending far below the float chambers. On the end of each of these is mounted a large, ballasted disk, which definitely bucks any remaining force from above which would try to move the seadrome. The total result is an island which is easily anchored, due to there being but little strain on its moorings, as steady to all intents and purposes as though it were the shore itself.

The seadrome has the advantage, however, of not needing to be anywhere near as big as a land airport, since it swings into position with the wind, and as airplanes must land directly into the wind, it will always be in the best position for the run of a ship down its long deck. Since it has no obstacles at either end, it can be considerably shorter than a land airport runway.

Routes All Laid Out

Having made such an island, the question of locating these seadromes comes up. This has been the subject of careful study and the resulting route shown in the accompanying map is announced as the first seadrome transatlantic airway. This route is just south of the fog area so that it has good flying nearly every day in the year. It is in the Gulf Stream and all the seadromes will experience Bermuda weather all the year round, no snow, no fog and no frost. This means comfortable and safe flying and ideal living conditions on the seadromes themselves.

A striking realization of this is seen in the fact that the first seadrome will be located but 225 miles from Boston, its nearest United States port.

In midwinter, Bostonians can leave a city deep in snow and chilled by whistling, cold winds, and in two hours flight land at the first seadrome in warm balmy weather, there to don summer clothes, swim in a pool of clear salt water, play tennis, dance, go to the movies and then have a comfortable night's sleep in a regular hotel room with absolutely no pitching or rocking. In the morning another day of relaxation and a late afternoon plane will have them back in wintry Boston after but two hours in the air, ready to take up the reins of winter existence there.

This island will be laid out as a miniature city. On either side of the long runway will be located a long, low, streamlined building. One will be the service building for maintenance and ship repair. The other, on the opposite side of the runway, will have a hotel of 50 rooms accommodating 100 overnight guests, a splendid dining room capable of taking care of from 300 to 500 day guests, a motion picture theater, ballroom, lounging rooms, gymnasium, a swimming pool which will extend out into the open for out-of-doors swimming, a miniature golf course, pool and billiard room, bowling alleys and on the deck outside, several tennis courts.

Smart shops will line the building's arcade. It will form an ideal recreation resort so that in addition to its use as an airport for transatlantic flying it will have the advantages of

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(CONTINUED)

CHRISTIAN SCIENCE MONITOR MAY 12, 1931

being a two-hour-from-shore winter resort for people from Norfolk up to Boston. Each of these seadromes will have a regular resident personnel of 125 people.

Each to Have Radio Beacon

With a maximum hop of 350 miles for any leg of a journey, transatlantic flying promises to become as simple as the present Boston, New York and Washington airplane run. Each seadrome will have a radio beacon sending out a distinctive signal and a pilot upon leaving one seadrome need only head for the next, pick up its signal, and then ride along its radio beam until it comes into sight straight head of him. Thus in even occasional thick weather the question of navigation will be simple.

The company which will operate the seadromes will also run a service across the Atlantic as well as extending the use of its seadromes to other lines. In fact, most of the leading European countries have already been in contact with Mr. Armstrong expressing their desire to use these seadromes as soon as they are completed and set out.

The present plans call for the use of Sikorsky 40-passenger amphibion airplanes for this work, as they permit of a good load, are seaworthy in case of a forced landing and are large enough to permit of luxurious cabins and riding comfort. Mr. Sikorsky has been interested in this project and sees it as a real answer to transocean travel. He is supported in this opinion by Lieut. Walter Hinton, Col. Charles A. Lindbergh, Rear Admiral Richard E. Byrd, Commander Joseph LeBrix and that noted pioneer pilot, Louis Bleriot, who all see this method as the most feasible for cross-ocean flying. Thus the plan has the enthusistic support of the leading members of the flying profession.

Some specifications of the seadromes may prove interesting at this point. They are as follows:

Length overall, 1100 feet.
Width, central section, 340 feet.
Width, ends, 180 feet.
Draft, on service duty, 177 feet.
Draft, constructing and towing out, 44 feet.
Deck, above waterline, 70 feet.
Buoyancy tanks, below waterline, 40 feet.
Structural weight, 17,500 tons.
Displacement, on service duty, 50,000,000 tons.
Weight of anchor, 1500 tons.
Cost of seadrome, anchored, $4,000,000.
Personnel on each, including hotel, 125.
Accommodations for guests, overnight, 100.
Accommodations for guests, day only, 400.
Estimated fare, one way America—Europe, $350-$500.
First seadrome to be in operation spring of 1932.
Transatlantic route in operation fall of 1933.

Cheaper Than Ocean Liner

While the estimated cost of the eight seadromes at $4,000,000 apiece totals $32,000,000 this amount is several millions less than the cost of one of the proposed new ocean liners to be built in France and the United States. A simple figure on the economics side of operating this type of service is the fact that one round trip each day with 4000 pounds of air mail at $4 a pound will, it is estimated, pay the total operating expense of the air service and the seadrome system.

The possibilities of dirigible Atlantic crossings are well known. Many people have felt that the dirigible would be the ultimate way and the new Empire State Building even has a mooring mast erected on top for taking passengers from such dirigibles. The dirigible has certain problems similar to the airplane in that it must carry a great deal of fuel which in turn cuts down its pay load, although not in proportion to the problem this causes the airplane.

The question of speed works to the dirigible's disadvantage. Such a ship must be built very large to get even 100 miles an hour while airplanes which will have a top speed of 166 and a cruising speed of 133 are planned for the first services on the seadrome route. The cost of a dirigible of this type is twice the cost of a seadrome. Like the ocean liners, only a few such ships can be in operation at a time and this means a limited sailing schedule. Compared with this is the fact that hourly service can be easily given on the seadrome lines and probably will with so many foreign as well as American lines operating off these floating islands.

The fact that the dirigible is a roomier vehicle for traveling than even a large airplane finds favor with many prospective passengers. Both methods have their proponents and it will be interesting to see how they fare in competition.

When the first seadrome is finished next spring it will be taken out to its permanent location and anchored. For the following year, while the other seven are building, it will act as a training school for the study of detailed operation, handling of personnel and incidentally as a way station between New York and Bermuda. By the time the other seven are ready and anchored, the technique of seadrome service will have been established so that the new route can go into operation at once.

Named for Aviation Pioneers

Mr. Armstrong plans to name the seadromes after aviation pioneers. Thus the first one 225 miles out will be the Langley. The next one, 350 miles further will be the Chanute. Then will come the Wright. Another similar flight will bring one to the Maxim, which will be the one nearest Newfoundland. After the Maxim will come the Hargrave. The next hop will bring the passenger to the Azores. From the Azores the route swings slightly northeast and 350 miles from the Azores the sixth seadrome, the Henson, will come into view. Next will come the Phillips and then the last seadrome, the Tissandier.

Passengers for Spain will take a plane from the Phillips as it will be the nearest seadrome to the Spanish coast. The Tissandier will be a distribution point or junction for planes going to Ireland; to Plymouth, Eng.; to Brest and Bordeaux, France; each a simple, single jump from this last floating island.

For passengers who will sleep aboard planes, the schedule for the first service is 30 hours from the United States to Europe, with this being reduced to 24 hours in a short time. Due to prevailing westerly winds the trip from Europe to America will take half as long again or 36 hours.

Many passengers will probably want to break the monotony of the trip by stopping over night at the seadromes and enjoying an evening of dancing or the movies. A single overnight stop will lengthen the east bound trip by 12 hours while stopping over two nights would stretch it into 48 to 60 hours, the latter figure permitting a very comfortable trip in easy stages. Yet 60 hours is a short time compared with 90 to 100 hours by the fastest steamers.

The seadrome plan promises to be the biggest challenger to the predicted popularity of the dirigible. It can, however, aid the seaplane in its bid for ocean business by serving as a refueling station along the way, thus solving one pressing problem, although the seaplane will still have to consider landing and taking off in rought weather.

Becomes a Factor in Law

That the seadrome is considered a very real factor in future aviation is shown in the discussion at a recent meeting of the International Aeronautical Juridical Congress at Budapest as to the sovereignty over such airports, and whether they should come under the jurisdiction of the League of Nations.

Since the only definite project of this kind is the Armstrong project, an American affair, and the United States is not a member of the League of Nations, this meeting is of particular interest. The United States Department of Commerce, reporting the discussion, stated that the representatives of 22 nations at the meeting decided that the League should have power of intervention in seadrome affairs.

The status of a seadrome, if the country operating it goes to war, was also considered. One delegate suggested that seadromes be declared neutral in time of war; another member offered an amendment to the effect that in case the seadrome owner becomes a belligerent, the control of the seadrome should be turned over to a neutral state.

Mr. Armstrong has had international lawyers in several countries investigate what may be the status of these proposed islands. He states that their joint opinion is that seadromes would be subject to American protection in case of need, just as American property in the Sahara desert or elsewhere would be subject to that protection. But neither state nor federal laws, nor those of any other nation, would be applicable on the structures as long as their operations are "free from practices which would shock the conscience of mankind," to quote from the opinion.

Thus the owners of the seadromes have a little nation of their own under American protection, in which they have supreme ruling power and in which they are free from taxes, customs and other similar restrictions. Perhaps the eight floating islands may be called the "United States of Seadromia."

CONTINUED

(CONTINUED) 5/14/31
CHRISTIAN SCIENCE MONITOR

Boston to Seek Terminus For New Seadrome Service

Assurance that Boston would make every effort to assume leadership in developing itself as an air terminal for the proposed Armstrong seadrome transatlantic flying service was given by Mayor James M. Curley today in a radiogram from the S. S. France on which he is bound for Europe.

This was in reply to a message sent him yesterday by Thomas A. Mullen and John T. Scully of the city's publicity committee, forwarding the invitation to E. R. Armstrong, inventor of the seadrome, that Boston actively participate in this revolutionary departure in ocean travel.

The first seadrome of the eight to be strung across the Atlantic, 350 miles apart, will be located at a point some 250 miles out and nearly 50 miles nearer Boston than New York. This will give Boston an advantage and make it the nearest American city.

Coming at a time when the Mayor is working out active port development plans for Boston, including four-day express steamship service by German lines out of Boston Harbor, the 24-hour seadrome crossing schedule planned by Mr. Armstrong particularly fits into the city picture, according to Messrs. Mullen and Scully.

HUDSON SUN 5/22/31

CURLEY IN BOSTON, ENG.

Hub Mayor Welcomed In Colorful Old World Ceremony

Boston, England, May 22 (INS)—In a colorful old world ceremony Mayor James M Curley of Boston, Mass., was welcomed by officials of this ancient town today on his arrival to repay the visit by the Lord Mayor of Boston, England, to the Massachusetts capitol last year.

Depressing weather and the fact Mayor Curley was an hour late failed to dampen the enthusiasm of the British Bostonians and they accorded the visiting American executive a tremendous ovation.

Sixteen miles outside of Boston on the London road, Mayor Curley was met by a fleet of cars containing the members of the council.

A local holiday had been declared in honor of the occasion and virtually the entire population of the town turned out to pay homage to the Boston mayor.

Arriving at the City Hall, Lord Mayor William Lunn and the Lady Mayoress received the Boston executive in their full robes of office. Mayor Curley was attired in a frock coat and top hat.

5/12/31
CHRISTIAN SCIENCE MONITOR

FIRE PREVENTION MEASURES SAID TO HAVE CUT LOSS

Business Depression for First Time Shows Little Effect on Fire Record

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TORONTO, May 12—For the first time a serious business depression has not radically increased the nation's fire loss, according to Franklin H. Wentworth, managing director of the National Fire Protection Association at the thirty-fifth annual meeting here. He attributed this to improved physical conditions in industry and increasing emphasis on prevention work by fire departments.

"The fire waste council of the Chamber of Commerce of the United States, with which we are actively cooperating, has continued its conduct of the interchamber fire waste contest with gratifying results. The consequent focusing of the attention of 300 local chambers of commerce upon the fire safety of their cities must favorably affect our fire waste totals," Mr. Wentworth said.

That fires are increasing faster than our populations; and we burn more than any other civilized nations, whether expressed in relation of fire loss to per capita wealth, or the number of fires per 1000 of population, was the statement of F. T. Moses, president of the National Fire Protection Association.

"The combined fire loss of the United States and Canada is approximately $600,000,000 annually, Mr. Moses said. "Reckoned in terms of insurance premiums paid, the loss exceeds $1,000,000,000. The annual fire department budget in many communities equals the yearly fire loss, so we must multiply our original $600,000,000 by three. There is a tremendous indirect cost. The destruction of large amounts of taxable property places a greater tax burden on that which remains; the destruction of an industry imposes large economic losses on the wage earner, the stockholder and the merchant. Few cities look upon fire prevention as a definite business proposition.

"Methods by which waste can be fought include:

"The establishment of a bureau of fire prevention in every town and adoption of the fire prevention code of the National Board of Fire Underwriters; the organization of regional community conferences for discussion and adoption of sustained fire prevention programs; inspections of dwelling houses and small mercantile establishments; sustained education in fire prevention in public schools as part of the established curriculum, whereby children may be instructed in ordinary fire hazards."

The appointment of Robert S. Stansfield Jr. of Boston to the field engineering staff of the National Fire Protection Association was announced by Mr. Wentworth.

WORCESTER POST 5/23/31

Curley Welcomed In Old Boston

Leaves Today on Visit to Paris

LONDON, May 23 (AP)—Still jubilant over his welcome at Boston, Lincolnshire, Mayor James M. Curley of Boston, Mass., left today on a visit to Paris.

"It was the most friendly atmosphere I have ever been in," he said. "The people couldn't do enough for us."

He was accompanied by his daughter, Miss Mary Curley, Miss Loretta Brienner, of Chicago, and Edmund L. Doland, city treasurer of Boston.

Mayor Curley made four speeches yesterday in the town for which his own city was named in order to reach all the people who assembled to greet him. He spoke last night at a great banquet in the council hall.

As the American party neared Boston by motor, men, women and children lined the roads and lanes 16 miles from the square. It was estimated that 10,000 persons lined the route and another 10,000 were assembled in the square. As the population of Boston is only 16.000, it was evident that many country folk had left their farms to greet the Bostonians from New England.

WORCESTER TELEGRAM MAY 23, 1931

Boston Mayor Visits Boston In Old Britain

BOSTON, LINCOLNSHIRE, Eng., May 22 (AP)—Repaying a call of a year ago, Mayor James M. Curley of Boston, Mass., made an official visit, today, to the mayor of this far older and much smaller Boston.

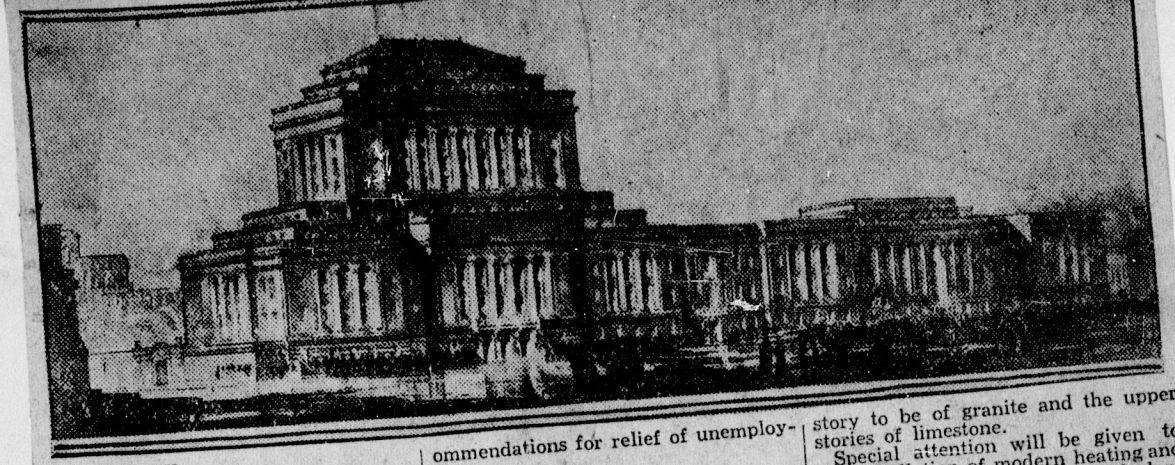
It was a gala day for this little English market town, British Bostonians leaving their shops and houses to cheer the civic head of the American city which was named in honor of this centuries old place.

Mayor Curley, this evening, was the guest of honor at a banquet attended by town officials and all of the leading citizens. During the speechmaking local historians recalled the Pilgrim Fathers' departure from this town to the far coast where they founded a new colony.

Mayor Curley plans to return to London tomorrow. His future plans have not been announced but it was understood he might go to Paris for the weekend.

THE DALLAS MORNING NEWS, DALLAS, TEXAS. MAY 12, 1931

Proposed New Christian Science Publishing House



Special to The News.

BOSTON, Mass., May 11.—Continued growth of the activities of the Christian Science Publishing Society has necessitated expanded facilities. To meet this condition the Christian Science board of directors of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., will erect, as soon as plans and arrangements are completed, a new publishing house.

Here provision will be made for the needs of the Christian Science Monitor, the Christian Science Journal, the Christian Science Sentinel and all other literature published by the society.

The new building, which will cost in the neighborhood of $3,000,000, will occupy approximately 58,000 square feet of ground bounded by Massachusetts avenue, Norway, Falmouth and Clearway streets, Back Bay. Operations are to be hastened in accord with the public and private building program which Mayor James M. Curley of Boston has been urging in conjunction with President Hoover's recommendations for relief of unemployment.

The structure will have a varying height. The Massachusetts avenue end of the building, which will be used for offices, will be nine stories in height, while that part which is opposite The Mother Church edifice will be three and four stories in height and in scale with this edifice.

The publishing building will be related in architectural style to The Mother Church, and its design has been influenced by the fact that in the future it probably will become one of a group of buildings which will surround and form a fitting architectural setting for the church. It will be an all-stone building of the Italian Renaissance type, the lower story to be of granite and the upper stories of limestone.

Special attention will be given to the installation of modern heating and vetnilating devices. The central plant will be housed in a building adapted to it, with an ornamental tower inclosing the stack, the tower to be of brick and stone conforming with the beauty and symmetry of the main building.

The building now occupied by the Christian Science Publishing Society, completed in 1908, will be used for the administration offices of The Mother Church.

The architect is Chester Lindsay Churchill and with him is associated Lockwood-Greene Engineers, Inc., of Boston, which will have charge of the plant layout.

PORTLAND PRESS-HERALD 5/9/31

Mayor Curley Sails On Trip To Ireland

Will Visit President Cosgrove And Mussolini In Behalf Of Port Of Boston

New York, May 8—(AP)—Mayor J. M. Curley of Boston, who has been in New York conferring with Hamburg American and North German Lloyd officials in behalf of the Port of Boston sailed for Ireland today on the liner France.

He will be the guest of President Cosgrove and discuss with him ship service between Ireland and Boston, and proposes to confer with Premier Mussolini at Rome on the inclusion of Boston as one of the ports of call for the larger Italian steamship lines.

Mr. Curley said he had had encouraging conversations with representatives of the Hamburg American and the North German Lloyd lines, and both companies had agreed to send experts to Boston to study the situation. Mayor Curley pointed out that Boston is 250 miles nearer to Europe than New York and that ships of great speed would be able to make the crosisng in four days.

NEWPORT-HERALD 5/9/31

MAYOR CURLEY CONFERS WITH LINER HEADS

NEW YORK, May 8 (AP)—Mayor James M. Curley of Boston who has been in New York conferring with the Hamburg-American and North German Lloyd officials in behalf of the port of Boston sailed for Ireland today on the liner France. He will be the guest of President Cosgrove and discuss with him ship service between Ireland and Boston and also proposes to confer with Premier Mussolini at Rome on the inclusion of Boston as one of the ports of call for the larger Italian steamship lines

M. Curley said he had had encouraging conversation with representative of the Hamburg-American and the North German Lloyd lines and both companies had agreed to send experts to Boston to study the situation. Mayor Curley pointed out that Boston is 260 miles nearer to Europe than New York and that ships of great speed would be able to make the crossing in four days.

NORTHAMPTON GAZETTE 5/9/31

Sees Boston's Advantage

BOSTON—Mayor Curley of Boston, on eve of departure for European trip, was confident that either Bremen or Europa will be assigned to prove that by using Boston as American port fast ships can cross Atlantic in four days. Yesterday he conferred at New York with President Heineken of North German Lloyd Steamship Line, which operates Bremen and Europa.

SALEM NEWS 5/12/31

Curley Put One Over on Boston's School Bldg. Com.

Boston, May 12—Final authority on construction and repair work in Boston schools, involving the expenditure of millions of dollars annually, is taken from the school buildings commissioners and placed with the city building department and Mayor Curley, under the provisions of a law passed by the legislature and signed by Gov. Ely in April.

Revelation that the bill had been passed and signed without a single interested school official being notified caused a sensation last night in school circles and resulted in a hurried conference of the Boston school committee and the board of school buildings commissioners.

The conference decided to start an investigation, under Chairman Richard J. Lane of the school buildings commission, into the reasons why the school officials were not notified. It was also decided that Gov. Ely will be apprised of the importance of the situation today and, if the legislative rules committee refuses to admit an amendment exempting the school department from the law, he will be asked to send a special message to the legislature urging the exemption.

Millions of dollars worth of school construction and repair, which would ordinarily be started during the summer months when children are not in school, may be held up until the matter is settled. It is not beyond possibility that school officials, if forced, will go to the courts for relief.

The bill passed last month was introduced by Rep. Bernard Finklestein for Mayor Curley. The mayor was roundly condemned at the secret meeting last night for having tried to "obtain control of the school building department."

LOWELL SUN 5/15/31

Mayor Curley in England

PLYMOUTH, England, May 15 (AP)—Mayor Curley of Boston, with his daughter and a party of friends, arrived today from New York and proceeded to Liverpool whence they will go to Ireland. Later they will visit Boston, England, and the colonial exposition at Paris.

ATTLEBORO SUN 5/16/31

MAYOR CURLEY IN DUBLIN

Dublin, Irish Free State, May 16—(AP)—Mayor Curley of Boston arrived here today with his daughter and some friends. They plan to motor to Galway, his ancestral home, thence to Limerick and Killarney, returning to London next week.

SALEM NEWS 5/13/31

Mayor Curley is trying to induce the transatlantic steamship lines to route their fastest ships to Boston, and thereby save 200 miles of sea voyage. If the tourists are as anxious to get home as they are to get through the art galleries and museums of Europe, they will certainly want to land at Boston.

SALEM NEWS 5/14/31

FOUR DAYS TO EUROPE

Mayor Curley of Boston seems to be getting some encouragement from German steamship line officials, that they will try out the idea of direct sailings of their fast ships from Boston to Europe, with the hope of making the crossing in four days. He also is getting similar encouragement in other quarters. Considering how anxious travellers always are to get to their destinations, it has seemed strange that the idea of landing them at Boston instead of New York has not been more generally adopted. The Boston route would save 200 miles of the sea journey, and the use of fast trains to New York and other points ought to save about five hours on an average in getting home from Europe. European travellers are well accustomed to completing their trips by rail, since so many of them who go to England take trains to Liverpool and other English ports, while the Paris bound voyagers of course have to use trains from Cherbourg and other points. When people are coming back they are in a special hurry to get home, and the five hours saved would look

THE BOSTON REVIEW

Our Peter Praises Hub Council As It Opens War On Indecent Picture Shows

In Spite Of Protests By Clergy, Elder Hays Is Able To Let Boys and Girls See "Sex" At Its Vilest Worst—Mayor Curley, Invited to Dine With Harvard Big-Wigs, Must Have Smiled As He Thought of Past—Mayor Curley Will Not Visit Scandinavia or Russia

By Peter Fitz Curley

I take my hat off to those members of the City Council who have begun war on the unwholesome films which are being presented in this city by managers who claim to be reputable and in neighborhood theaters which are supposed to cater to decent people and to decent people only. The mercenary moguls of the movies would present even viler pictures than they do, but the good Elder Hays, who is their employe at a fat salary, reasons, probably, that if the moguls should be permitted to go as far as they would like to go, what is called public opinion would be finally roused, and as a result the indecencies now presented in Boston and neighborhood theaters would be swept into the garbage receptacles.

It strikes me as strange that the clergymen of various denominations who have protested against the exhibits now prevalent have been unable to accomplish anything. The advertising material used to boost attendance at the lewd performances—for such they are—is based on the premise that what the public needs and what the public demands is "sex," and "sex" at its worst. The good Elder Hays, who was engaged some years ago to convert the mercenary moguls of the movies and compel them, if necessary, to be fairly decent in their cinema outputs, is earning all of the enormous salary that the mercenary moguls are paying him.

Let me explain that I am not a reformer. I enjoy a good game of poker. I have no objection to investing in a lottery ticket. I have several professional bootleggers who are my personal friends, but I object to having boys and girls invited to attend matinees in moving picture houses which ought to be closed by the police instead of being puffed by the press. I may have criticised the City Council at some time or other, but in attacking the crimes of the films it is on the right tack. More power to it!

You could have knocked me down with a feather, if it had been an auk's feather, when I read only recently that our own Mayor Curley had been the guest of honor at a Lowell House high dinner in Harvard's sacred precincts on the evening before. I am not going to say that he was invited because Harvard would like to have him give the university more leeway in the use of the Stadium, but I am going to say that two of the surviving members of the original Good Government Association were in a critical condition during the greater portion of the week and had not entirely recovered at the hour of going to press.

Mayor Curley never attended Harvard, and he may have thought he was going into the enemy's country when he accepted the invitation for Monday, but he must have smiled sardonically as A. Lawrence Lowell and other big-wigs gathered around him and expressed their pleasure in meeting and greeting him. Had not Harvard led in songs of praise and conferred degrees on Nathan Matthews and John A. Sullivan because Harvard firmly believed that a charter revision act, sponsored by professional reformers, blessed by Harvard, and pushed through the Massachusetts General Court of 1909, was to make Boston as pure as golden honey, and the Curleys and the Fitzgeralds and all the others of their ilk were to be known no more in Boston politics.

Don't think for a moment that Mayor Curley didn't remember all this when he was being welcomed in true Harvard fashion to an "exclusive" Harvard function. It is too bad that John A. Sullivan was not alive and could not have been there. John, a Harvard grad, joined the reformers for a short time and won his Harvard decoration, but he admitted afterward that he had been sadly and irreparably mistaken.

Mayor Curley is now in dear old Europe, and he will be absent from this city for several weeks. There are those who believe that he will not remain abroad as long as was at first announced, and there are more who believe that he will keep in close touch with municipal affairs while he is gone. It is easy to do that nowadays, and if he desires very much to be connected by telephone with his office, or if any members of his office force desire to reach him, it can be arranged without much trouble, for his location at every stage of his journey will be known or can be easily found.

The acting mayor, President McGrath of the City Council, will not have to overwork himself as he attends to summonses from the mayor's office for his signature to important documents, while he is performing his own executive duties. Practically all of the important matters before the mayor prior to his departure have been attended to, and it is undoubtedly true that nobody will attempt to double-cross him in his absence. Among those who were not on hand to see the mayor off was Police Commissioner Hultman, but it is not true that the mayor cut Scandinavia out of his itinerary because the commissioner is of Scandinavian origin. As a matter of fact, the mayor will be unable to visit all the places of interest in Europe that he would like to see. So far as can be learned he was not invited to inspect the condition of Soviet Russia. And that reminds me that for years Joseph A. Conry, our fearless traffic commissioner, was the Russian imperial vice consul in Boston. Very naturally he was unable and unwilling to give the mayor letters of introduction to the Soviet bosses, even if the mayor had wanted them, which he did not.

EAST BOSTON ARGUS-ADVOCATE 4/16/1931

So the Hon. James M. Curley, basking in the mad whirl of gay Paree, speaks his valedictory (like another one of John MacCormack's farewell tours), "I do not choose to run again for Mayor of Boston." How sad, how pathetic, yes, how heartrending! Wasn't Fred Mansfield right when he said, "Hasn't Curley had enough?" Puffed up as he is with a modest realization of his superlative ability in government, sociology and economics, the Tammany "gentleman boss" of the Democrats of Boston doesn't need a telescope to see "the handwriting on the wall."

THE BOSTON REAL ESTATE EXCHANGE BULLETIN, MAY, 1931

THE TAX DOLLAR

Facts and Opinions on the City Finances of Boston, Prepared by the Joint Committee on Municipal Finance of the Boston Chamber of Commerce and the Boston Real Estate Exchange

POSTPONEMENT MAY PROVE POPULAR

How is the cost of the Old Age Assistance Act to be met? Unless the present session of the Legislature takes affirmative action in finding a new source of revenue, the cost will be imposed upon the property owner and it will be reflected in his tax bill next fall. The law goes into effect on July first whether or not the means of paying for it are found.

The 1931 city budget for Boston contains a $500,000 appropriation which the Overseers of Public Welfare estimate to be the minimum necessary for the six months of this year in which the Act will be in effect. No one can foretell how much the operation of this Act will cost, but in 1932 it is certain to double. This experience points to the probability that it may increase considerably beyond present expectations."

We are told that any proposals to raise the poll tax on men or to impose a poll tax on women or to place a tax upon specific commodities will be unpopular and consequently unacceptable to members of the Legislature. But we submit that to place the cost of this law in the property tax which is already burdened to the breaking point will prove to be equally unpopular and in addition, unsound and unfair.

The courageous and fair action would be to postpone the operation of the law until the expenditure involved can be balanced by adequate income. Judging by the growing indignation against high taxes, especially for avoidable purposes, we venture the prophecy that legislators will be surprised to find how popular such action would prove to be.

VALUATION SURVEY BEING CARRIED ON

In the recent discussion of real estate assessments in Boston, a "valuation survey" was suggested as a basic remedy. We call attention to the recommendation of this Joint Committee made in 1928:

> "We recommend that a systematic plan for assessing property for taxation be installed with complete supporting records so as to save the present annual duplication of field work. While it will cost quite a sum to put the assessors' office in possession of complete records, this will be more than saved by the reduction in annual operating costs with the additional advantage that the assessing will be done much better. The most important end accomplished by installing this system is that it serves to equalize valuations rather than to increase the sum total."

We present these facts to refresh the memory of the taxpayer and to bring him down to date: The previous city administration announced its intention of making such a survey looking towards "unit system of assessing," and appropriated $25,000 for that purpose in 1929. It contracted for an aerial map of the city and for certain expert services in laying out the new system. The present administration announced in February 1930 that the expert services would be discontinued because the anticipated cost would be prohibitive, but the Assessing Department was instructed to employ the necessary engineers and draftsmen to do the same work but on a less extensive basis, cost to be about $100,000. In that year, 1930, $6,000 was provided and this year $11,000 has been made available. It is understood that the work is being carried on by Northeastern University and that it involves bringing the maps and block plans of the department up-to-date. Although it was decided to have the contract for the aerial map completed, at a cost of $14,000, as yet it has not been done.

While it may be regretted that this survey is not proceeding more rapidly, the fact that the present administration is alive to the need for improvement in the work of the Assessing Department is gratifying, and the taxpayer may look forward to definite results.

CAN CENTRALIZED PURCHASING BE IMPROVED?

Five million dollars of the taxpayers' money in Boston goes toward the purchase of materials, equipment and supplies for city departments. This represents over two dollars in the tax rate. A major part of the purchases are made through the Supply Department which is the central purchasing agency for most of the departments.

The expenditure of this money presents an unusual opportunity to any city administration to demonstrate a real desire for economy and efficiency. The taxpayer has a right to expect that the utmost economy will be exercised and businesslike methods will be employed.

Allegations have been made recently that in certain instances advantage has not been taken of bulk purchasing and competitive bidding. The Finance Commission is said to be studying the truth of these allegations. The taxpayer will await with interest the results of this study.

A LOGICAL ARRANGEMENT NOW POSSIBLE

We extend our congratulations to Senator Parkman, Mayor Curley, Budget Commissioner Fox and the officials of the Law Department, who were successful in obtaining the passage of the legislative bill which will permit the city government of Boston to establish the fees for licenses and permits. For several years, this bill has been urged unsuccessfully. Both this year and in prior years, it had the consistent support of this Joint Committee.

In place of the heterogeneous mass of charges in the present system of fees, it should be possible now to work out a "logical and correlated arrangement of charges fixed in an equitable manner according to the value or importance of the individual services or privileges."

Worcester Telegram 5/12/31

Roosevelt Seems Likely Choice of Rank and File in 1932, But Party Leaders May Influence Situation

By JAMES H. GUILFOYLE

BOSTON, April 11.—The presidential primaries are a year ahead but already there are rumblings which indicate that Massachusetts, even as in the 1912 campaign, may be a bitter battleground for the Democrats. Gov. Franklin D. Roosevelt of New York seems now the likely choice of the rank and file of the party in the Bay State, but there are many obstacles in the way of his progress. Confusing the situation is knowledge that supporters of local idols are ardently hoping that a deadlock will favor the candidates.

President Hoover, it is generally assumed, will have the solid Bay State support if he desires re-nomination at the hands of his party. The active "wet" element in the Republican ranks in this state is disturbed by his attitude toward prohibition, but it dare not show hostility if it is to preserve itself. President Hoover is not likely to have opposition if he seeks another term, and even the reluctant "wets" who put rum above all other issues must remain in the roid. There is hope that before the next election the prohibition question will be so clarified that even the ardent "wets" will not be disgruntled.

Interest in Primaries

Interest is focusing on the primaries at this time because Mayor Curley's recent declaration for Owen D. Young as the Democratic presidential nominee discloses a wide difference of opinion, and there is uncertainty just where the popular idol of Democracy —former Gov. Smith, will line up. Not a few of the leaders are likewise taking account of the vote-getting abilities of Gov. Joseph B. Ely and Senator David I. Walsh for both President and Vice President, and Senator Marcus A. Coolidge for Vice President.

Senator Walsh and Gov. Ely will likely head the Massachusetts delegation to the national convention. But Mayor Curley may also be a candidate for delegate-at-large, a place he occupied at both the 1924 and 1928 conventions. That would bring a division in the delegation, for Senator Walsh and Gov. Ely are both represented as being friendly to the New York governor, providing there are no developments that change the present complexion.

Gov. Ely and Senator Walsh are warm personal friends of Gov. Roosevelt and he has an acquaintance with many of the state's leading Democrats. He is to some extent also an idol with many members of the party in the Bay state. There is sufficient association of his name with Massachusetts, through his matriculation at Harvard, vacations here and family ties to make for local pride.

Smith's Popularity

The swing toward Roosevelt is predicated, of course, on the assumption that former Gov. Smith will not seek the nomination, and refrain from public declaration of his choice. The Smith popularity is too widespread in Massachusetts to permit encouragement to a candidate against him. Gov. Ely would feel indebted to Smith for the impetus given his candidacy in the November election, and as for the rank and file there is no question of the place that Smith holds in their hearts.

And it is the esteem and enthusiasm for Smith that may wreck Roosevelt in Massachusetts. It is this danger the Roosevelt admirers scent. They await developments with anxiety. Word has come from Washington that there is not the warmness for Roosevelt one would expect Smith to have, in view of their past association. The former New York governor is represented, along with John J. Raskob, the national chairman, and Jouette Shouse of the National committee as tending strongly toward Young. There are reports that the reason Smith has not definitely taken himself from the picture is for the sole purpose of "killing off" Roosevelt. Generally, Smith is not expected to be a candidate, but that he can exert powerful influence in Massachusetts and Rhode Island in creating sentiment is not disputed.

Smith's Hold on Party

Democratic leaders in the state believe Smith still retains sufficient hold on the party here to turn a majority toward any candidate who meets his fancy. If it should be true that he wants Young and not Roosevelt it would give the former a tremendous advantage.

Certainly if Smith openly declared for Young it would precipitate a tremendous primary battle. Roosevelt, however, has admirers who might place his candidacy above loyalty to Smith. They have not forgotten that the New York governor has ability and an attractive personality and that he gave of his devotion to his predecessor in the governor's chair. He would get many votes even with such powerful influence exerted for Young but it is extremely doubtful if he could capture a majority of the state's delegation.

Mayor Curley's open and early espousal of the cause of Young is regarded with special significance. It may even mean a fight for control of the Massachusetts delegation. If Smith remained neutral, Mr. Curley would lose anyway. The Ely and Walsh admirers have no love for the Boston chief executive.

Desperate Game

Belief is general that Mayor Curley in supporting Young is taking the initiative in a desperate game. Even now there is talk of where it may lead him if Young should be the nominee. Rumor has had it for many months that Curley was biding his time to cross swords with Ely for the gubernatorial nomination in 1932. Such a report tests credulity. It would be political hari kari in the face of Ely's nomination last year despite the Curley campaign against him as the foe of the Irish.

The report seems to be further discounted by developments of the past week, when at a banquet where the mayor appeared with the governor, he lauded him as the best governor the state has had in a quarter of a century. This statement will come back to plague him if he locks horns with Gov. Ely in the future.

What then can be Mayor Curley's game, if such it is? The mayor is the shrewdest politician in the state and he usually knows what he is doing.

It was right after the election in November that your correspondent met a man who has always been close to Mayor Curley.

"Would you be surprised to know that Curley would like to be the Democratic nominee for vice president?" he asked.

Your correspondent laughed outright.

"Fat chance," he added.

"Just As Tip"

"Is that so. Well just as a tip keep your eye on him."

The subject was dismissed from your correspondent's mind as the fanatical conjecture of a man who idolizes the Boston mayor.

But when the Democratic national committee met in Washinton last month perhaps you noticed the dispatches from Washington, written by correspondents not acquainted with the local situation. They said men were present to sound out the sentiment for Curley for vice President.

Since 1912 when Massachusetts was the early battleground for delegates to the Democratic national convention, Mayor Curley, then a member of Congress, has been active in national campaigns. He organized the state that year for Champ Clark. He probably would have been a powerful figure in the national organization if Woodrow Wilson had not wrested the nomination from the speaker of the House. It will be recalled in that warm political year our own Gov. Eugene Noble Foss was bitten by the presidential bug and had seven of the eight delegates at large pledged to his nomination.

Disturbing Features

There is another disturbing feature with respect to the Roosevelt candidacy. There is a considerable clique of radical "wets" who do not believe the New York governor has gone far enough against prohibition. They like Roosevelt but they want the wettest candidate possible. Governor Ritchie of Maryland was brought to Massachusetts by that element, but is he well enough known in the Bay State to make an impression in the primaries?

Sen. Joseph T. Robinson of Arkansas, one would think, could be dismissed abruptly in relation to the Massachusetts primaries. Yet he is not friendless in this state. Perhaps readers will recall that in 1924 there was a very strong indication during the three week McAdoo-Smith battle in Madison square garden, of an alliance with Sen. David I. Walsh. The newspaper correspondents devoted two days' dispatches to the suggestion of a compromise with Robinson for president and Walsh for vice president. It must not be forgotten that the leadership of the Robinson boom for vice president at the Houston convention in 1928 had its inception with Senator Walsh, insofar as the Massachusetts delegation was concerned. Senator Walsh has high regard for the Arkansas senator and although it is generally assumed that he would prefer Roosevelt, it might be a difficult decision if the other contender was Robinson.

WORCESTER TELEGRAM 5/12/31

Walsh's Position

Senator Walsh has been a big figure at the last two national conventions, serving on the resolutions committee and himself writing many planks of the party platform. He is destined for even higher honors in 1932. His service at Washington and his tremendous popularity in his own state, as revealed by his vote-getting ability, bring him prominently into any discussion of the vice presidential honors. There is a general feeling among party leaders that the time is not ripe for either Walsh or Smith to seek the presidency, but that the Massachusetts man might very successfully balance the national ticket in second place. Senator Walsh will probably be chairman of the resolutions committee in 1932 but at least he will have much to say about the party platform.

The part which Senator Coolidge will play in the national campaign also offers opportunity for interesting conjecture. He too, will likely be a delegate at large to the national convention. As the junior senator it will not be his privilege to lead the delegation, but he will wield considerable influence. Senator Coolidge is a man of independent judgment, firm convictions, and loyalty, as he has demonstrated in other conventions. He has carefully refrained from making any statement that would suggest his sentiments in the coming struggle for the presidential nomination. As a business man of large interests the candidacy of such a business leader as Young would have its appeal for him, but he has friendships also among the others who have been mentioned.

There are many friends of Senator Coolidge who believe it is not amiss to consider him as a dark horse for second place on the ticket. They base this speculation on two premises. The Coolidge name is a proved asset in the country. Another Coolidge from Massachusetts would be of inestimable advertising value to the ticket. Beyond that he established a huge majority as a Democratic candidate in what is generally regarded as a Republican state and had the distinction of being the first to give Massachusetts double Democratic representation in the Senate.

Those who do not come in daily contact with Democratic leaders and listen to their deductions can laugh at the suggestion of Governor Ely for a place on the national ticket. It is fact, however, that more than one leader is taking the suggestion seriously. Only recently a Boston leader was willing to wager than Governor Ely can capture the delegations from all the New England states but Vermont and Maine if he makes

LOWELL SUN 5/11/31

RACKETEERING IN TAX ABATEMENT CASES

The abuses that brought Fall River to a state of bankruptcy are gradually leaking out. Mr. Jackson who spoke before the Chamber of Commerce banquet here the other night, told of some of them, but he did not tell all. In a recent statement, he said the plight of Fall River is primarily due to racketeering in tax abatements.

It is easy to see how the racket can be worked in connection with such cases by unscrupulous parties, ostensibly working for the municipality that employs them, but in reality robbing the city for their own gain. There are various ways by which the racket can be used in such cases and which are very difficult to detect.

Mayor Curley of Boston has issued a long statement relative to the discovery of the tax abatement racket in which he says:

> "A new and startling racket striking at the heart of the financial structure of Boston has assumed alarming proportions, the board of assessors today advised me.
>
> Racketeering in the same manner as has held sway in Chicago, which led to the financial collapse of that city, is apparently the aim of the sinister influences governing the group operating in Boston."

This is a new phase of municipal corruption against which the people have to protect themselves. For this purpose they can rely only upon their elected officials. If these are dishonest, then the people have no protection against the form of racket referred to by Mayor Curley and by Mr. Jackson as having been assiduously worked in Fall River.

Of course, in the latter city there were other causes, chief of which was that of disregarding shrunken sources of revenue, and continuing to spend almost as much as if times were prosperous. Then followed the reckless resort to borrowing until the overhead load became so heavy that the city could not meet its obligations and the legislature had to put it under a commission to restore its credit by drastic cuts in public expenditures and by putting an end to the grafting and racketeering by which the city was financially ruined. There is here contained an important warning for every city in the state.

NEWTON GRAPHIC 5/10/31

The action of the Boston Elevated officials in removing the electric cars which formerly were operated from Watertown through Newton and Brighton to Boston and replacing them with greatly inferior cars shows what happens when a community submits to inferior service. Since James M. Curley was re-elected to office, the service of the Elevated to Jamaica Plain has improved considerably. If the people of Newton want better service they will have to kick, as the residents of Tremont and Park streets did before the Board of Aldermen last Monday night. This city's representatives in the Legislature should cooperate in securing better service from the Elevated for Newton, and the two residents of this city who are trustees of the Elevated also ought to assist in this matter.

BOSTON REVIEW. MAY 8 1931

MAYOR CURLEY

Mayor Curley has announced that he will not be a candidate for another term. Inasmuch as he would have to wait for four years after his present term expires, and there is no new glory to be had in a fourth term, for he has already broken all records for length of service, there is nothing surprising in his decision. Moreover, it is highly probable that he will be a candidate for the Democratic nomination for Governor in 1932, and, if he should be nominated and elected, he would not be in a position to accept the mayoralty in 1933. Per contra, if he should be defeated for the nomination or for election after being nominated, there would be logical and serious opposition, should he attempt a return to City Hall.

The mayor may very well be satisfied with his political triumphs in municipal politics. Many prominent Democrats, powerful as well as prominent, have essayed to stay his political progress, which began in 1900. His Democratic opponents were by far stronger politically than the reformers who sought to defeat him, and without those Democrats to back their campaigns the reformers would have made a sorry mess of it. As it was, he was defeated only once in his four campaigns for mayor, and that was by the activity of assistant Democratic candidates who made it possible for Mr. Peters to win.

No man in Boston politics has ever made such a record against odds which at times seemed irresistible. He has been defeated once for the Governorship. There is reason to believe that he would like most of all to make another contest for the place now held by Gov. Ely and that he will not postpone his next campaign beyond 1932.

A COMRADE'S MISSION

Mayor Curley was elected to honorary membership in the Ancient and Honorable Artillery Company some time ago, but certain interesting formalities took place at City Hall this week and they lacked nothing of those pleasing scenic effects for which Major Myrick, former commander of the company, is famous. To the Mayor was presented a certificate of membership and a "distinctive badge," which, according to Captain "Bill" McKenna, "will admit you to Buckingham Palace at any time." It is highly probable that, in spite of this assurance, the mayor, when he visits Buckingham Palace, will not rely entirely on his badge for prompt admission.

It is high time for the Ancients, as friendly promoters of peace, to revisit England in a body. They had two trips across the water, but not in recent years. Some of their most impressive members have passed away since they last saluted royalty and honored royalty by their presence. It has been suggested that it would be a splendid idea if the Ancients could arrange a trip to the Mother Country —the term is used advisedly, although the present membership includes many who would not accept England as their step-mother country—in the spring of next year, before the political campaigns are well under way and prior to the beginning of His Honor's campaign for the Democratic nomination for Governor.

The Ancients should rest assured that Comrade Curley will not rely on his badge for welcome and applause when in royal circles. His silver tongue may be trusted to do all that it is necessary. It may even convince their royal majesties that the Ancients are really a military company.

THE ACTING MAYOR

His fellow members of the City Council should not worry lest President McGrath will not be properly recognized by heads of departments while Mayor Curley is abroad. There is not one head of any department who will not recognize the president of the council whenever he calls and who will not ask him to be seated. Possibly he will asked to have a cigar.

As acting mayor, he may rest assured that the heads of the departments will not ignore their duty to him. It may be that some obstacles will present themselves if Acting Mayor McGrath should attempt to do anything more than sign routine papers which will be presented to him with due solemnity and celerity, but the acting mayor may rest assured that, if he is not given more authority, while Mayor Curley is out of the country than any other acting mayor has ever had, those who will prevent him from acquiring and exerting important authority will express their deep regret that they cannot do otherwise than what they are doing.

There are those who have served as acting mayors during Mayor Curley's three administrations who will tell Acting Mayor McGrath that, if he wishes to enjoy himself during his term of office, he will take a fishing trip and let the city clerk substitute for him, even as he is substituting for the mayor. The city clerk knows what an acting mayor is allowed to do, and he can do it far more rapidly than an acting mayor who is merely the head of the City Council.

NEW YORK TIMES, SATURDAY, MAY 9, 1931

BOSTON MAYOR SAILS TO PUSH PORT PLAN

Curley to Consult Mussolini and Cosgrave and Officials of Germany.

YEHUDI MENUHIN LEAVES

Mrs. Danenhowevr Departs to Greet Submarine Her Husband Will Command on Polar Trip.

Mayor James M. Curley of Boston sailed yesterday on the French liner France to discuss with Irish Free State, German and Italian officials, his plan to include Boston as a port of call for swift transatlantic liners. He also will go to Paris to join the group of American mayors invited by the French Government to greet Coste and Bellonte, the transatlantic fliers.

Mr. Curley said he conferred in the last few days with officials of several steamship companies including the North German Lloyd and the Hamburg American Line, and received promises from these to attend a conference in Boston later in the Spring, when there will be a detailed discussion of his plan.

He pointed out that Boston is 250 miles closer to Europe than is New York, and that it is the port for a tremendous population, if properly served by regular sailings and arrivals. In the Free State he expects to discuss the plan with President Cosgrove and has au audience with Premier Mussolini in Rome.

He will be gone about six weeks, he said. He was accompanied on the France by Edmund L. Dolan, city treasurer of Boston; Miss Mary Curley, his daughter, and Miss Lauretta Bremner of Chicago, a friend of Miss Curley's.

Yehudi Menuhin, 14-year-old violinist, sailed for Europe after a tour of America. His father, Moshe Menuhin, who accompanied him, announced that the youthful virtuoso would play next season in Paris, Berlin, Vienna, Budapest, Warsaw and other capitals. The father said the boy would be featured, with the symphony orchestras of these cities playing his accompaniment.

Young Menuhin said that his produest possession was a drivin liense issued to him in California He said he would study for two months in Paris with the Rumanian teacher Enesco and later would go to Baireuth where Toscanini will direct. Besides his father, Menuhin was accompanied by his mother, and his two sisters. They will return in the Fall.

Mrs. Sloan Danenhower and Miss Doris Danenhower, wife and daughter of the Commander of the submarine Nautilus in which Sir Hubert Wilkins plans a trip to the North Pole, sailed on the France for England where they will greet the submarine.

Miss Ann Madison Washington, collateral descendant of George Washington, also was on the liner. She will act as American hostess in the mansion copied after Mount Vernon at the Colonial Exposition in Paris. She was accompanied by Miss Susan Frazier of Garrison, N. Y., and Miss Catherine McIntyre, secretary to the American Commissioner General of the exposition.

The North German Lloyd liner Columbus returned yesterday from a cruise around the world, lasting more than four months. The liner brought 250 passengers, 87 of whom will continue their journey to Europe when the liner sails today.

The Lloyd Sabaudo liner Conte Biancamano sailed late yesterday for Mediterranean ports. On board was Tullio Serafin, conductor of the Metropolitan Opera, who is going to Convent Garden in London where he will direct for several weeks. He will rest in Switzerland before returning here in the Fall.

CHRISTIAN SCIENCE MONITOR, MAY 2, 1931

CURLEY URGES MORE ROOM FOR COUNTY COURTS

Raising Present Building to 15 Stories or New Structure Favored

Raising of the Suffolk County Courthouse to 15 stories or construction of a new building on the site of Barristers Hall was recommended by Mayor Curley yesterday at a meeting of the Ways and Means Committee of the Massachusetts Senate. The Mayor said that he believed Boston would be wililng to bear half the expense of increasing the height of the present courthouse.

If a new building was erected it would accommodate the Land Court, Registries of Deeds and Probate, and possibly the Social Law Library, the Mayor said. Raising the present courthouse would provide ample space for the needs of both the State and county. The first plan would entail expenditures amounting to approximately $5,000,000, while a new building would cost about $3,500,000, it was estimated.

The Mayor said that although the city and State might share equally in enlarging the courthouse, the city would actually be paying 66½ per cent, because Boston pays about half of the state tax. Henry Parkman, Senator from Boston, a member of the Ways and Means Committee, held opposing views as to what the State should contribute toward the proposed undertaking. Senator Parkman contended that the State should contribute approximately 30 per cent, at the same time expressing the opinion that a less expensive building would be adequate.

A suggestion that the State, city and county take care of their own courts was made by Cornelius J. Haley, Senator from Rowley, chairman of the Legislative Committee on State Administration.

The House bill increasing the Governor's salary from $10,000 to $20,000, of the Lieutenant-Governor from $4000 to $5000, and of members of the Executive Council from $1000 to $1500 referred by the Senate to the Ways and Means Committee, was favorably reported today, the increases to take effect Jan. 5, 1933.

An order for an opinion of the Supreme Court on the pending bill regarding the jurisdiction of courts sitting in equity which specifies what these courts may or may not do in various phases of labor disputes, was referred to the House Rules Committee.

The Legislative Committee on Municipal Finance reported the bill authorizing the city of Boston to borrow $250,000 for a municipal building in Charlestown. This measure was petitioned for by Robert L. Lee, Representative from Charlestown.

"Leave to withdraw" was recommended by the Joint Ways and Means Committee on the petition of Harold E. Cole, Representative of Taunton, that cities and towns be reimbursed by the State for part of the expense providing for the unemployed by means of procuring food, clothing, fuel or other necessities of life.

The Ways and Means Committee reported "ought to pass" on the bill providing that cities and towns shall be permanently relieved of any part of the expense of maintaining and repairing state highways.

MAY, 1931
THE AMERICAN CITY

More Than a Score of American Mayors to Tour France

AS guests of France, more than twenty American mayors, accompanied in most cases by their wives, are to sail from New York on the Ile de France on May 15 for the opening of the International Colonial and Overseas Possessions Exposition in Paris and for a subsequent tour of France.

Invitations for this trip were extended on behalf of the Municipal Council of Paris, the Ministry of Public Works and the Exposition Committee, to the mayors of the 37 American cities who were hosts of the French Transatlantic Fliers, Dieudonne Costes and Maurice Bellonte, on the Aviators' Good Will Tour of the United States. Arrangements are being made by René Racover, who supervised the Frenchmen's flight from Paris to New York and their American tour last September.

Acceptances for the tour (to April 28) have been received from: Mayor and Mrs. John C. Porter, of Los Angeles; Mayor and Mrs. John D. Marshall and daughter, of Cleveland; Mayor and Mrs. Victor J. Miller, of St. Louis; Mayor and Mrs. William F. Broening, of Baltimore; Mayor and Mrs. Daniel W. Hoan, of Milwaukee; Mayor and Mrs. T. Semmes Walmsley and daughter, of New Orleans; Mayor James L. Key and daughter of Atlanta; Mayor and Mrs. Benjamin F. Stapleton, Denver; Mayor and Mrs. J. Waddy Tate and secretary, of Dallas; Mayor and Mrs. Richard L. Metcalfe, of Omaha; Mayor and Mrs. R. B. Marvin, of Syracuse; the new Mayor, C. J. Blinn, and the former Mayor, Walter C. Dean, of Oklahoma City; Mayor J. F. Bright, of Richmond; Mayor and Mrs. Walter E. Batterson, of Hartford; Mayor Frederick W. Donnelly, of Trenton; Mayor and Mrs. R. E. Thomas, El Paso, Texas; Mayor and Mrs. George W. Coan, Jr., of Winston-Salem; Mayor and Mrs. Franklin D. Lane, of Phoenix; Mayor and Mrs. James P. Pope, of Boise City; and Mayor and Mrs. Gray, of Pasco, Wash. Sylvester Andriano, a member of the Board of Supervisors of San Francisco and Mrs. Andriano, will represent Mayor Angelo J. Rossi of that city; and E. Kirk McKinney, President of the Board of Public Works, will represent the Mayor of Indianapolis.

At the time of our going to press the following officials had locally announced their intention of going, but official acceptance had not been received:

Mayor James M. Curley, of Boston (and daughter); Mayor William F. Kunze, of Minneapolis; Mayor G. L. Baker, of Portland, Ore.; Mayor Gearhard Bundlie, of St. Paul; Mayor John F. Bowman, of Salt Lake City; and Mayor J. H. Bayliss, of Pensacola, Fla.

TIMES MAGAZINE MAY 4 1931

Curley Gestures

The Mayor of Boston is elected by the city's plain people, the fun-loving Irish-Catholics of whom James Michael Curley is one. And Mayor Curley knows how to make gestures to his constituents. Last fortnight he refused to issue a permit for a longstanding intercoastal football game between Stanford and Dartmouth Nov. 28 in Harvard Stadium. His reason: a game between the plain people's Boston College and Holy Cross (Roman Catholic) was scheduled for the same day at Fenway Park; the Stanford-Dartmouth game

International

MAYOR OF BOSTON

. . . wrote his name on the 22nd Century.

would cut the gate receipts of a home industry.

Mayor Curley's gesture last week was to insure his life for $102,285 and make these provisions: upon the death of the last of his four children who will share its income, the fund shall be invested at 5%, shall be allowed to grow for two centuries, becoming $45,548,527 in 2131. Thereafter its income of $1,821,943 per year shall be used to care for Boston's unemployed.*

THE AMERICAN CITY MAY, 1931

Boston Budget Presented to City Council

ON March 16, Mayor Curley presented to the City Council, a budget for the governments of Boston and Suffolk County which totaled $38,957,838. In connection with the budget, he submitted a message in which he explained that he had reduced the original estimates of departments by more than $5,000,000 in an effort to keep taxes down and yet provide for needed expenditures. The budget for 1931 is about $2,000,000 more than the budget of 1930. In preparing the budget, Mayor Curley had the assistance of Charles J. Fox, who has been City Budget Commissioner for several years.

Although the fiscal year of Boston coincides with the calendar year, the appropriations for the year are not usually made until about four months have elapsed. Under an old state law passed in 1889, each city department may expend prior to the making of appropriations "one-third the entire amount appriated for the department for the previous year." Under normal conditions this allows the department to function for approximately the first four months of the year. This makes it necessary for the city council to pass the appropriations by about May 1 of each year. But the mayor cannot submit his budget to the city council until the State Legislature has fixed the annual tax limit for the city. If the Legislature delays in doing this (and it usually does), the mayor's budget may be presented very much later than it was this year, sometimes after the middle of April. Thus the council is compelled to act on the budget in a very short time, considering the amount of money involved. When the council has been unable to enact the appropriations before the statutory limit was reached, the departments have had temporarily to suspend payrolls and to curtail their activities. Apparently this situation will be avoided during 1931 by the early presentation of the budget, a month and a half before the limit has been reached. It may be of interest to observe that the State Legislature again fixed the annual tax limit at $16 on the $1,000 of assessed valuation, as in 1930.

WORCESTER TELEGRAM 5/10/31

What of Old Age Aid?

Shall State Scrap New Law or Operate It?—Benefits and Costs Would Be Shared Without Regard to Politics, as Money Is Never Partisan

By BEACON HILL

BOSTON, May 9. — There has been so much assertion, accusation, denial, explanation, etc., since the problem of administering the old age assistance law became acute, that it is difficult to get at the plain undisputed facts—which are rather simple. The facts are that the last Legislature passed a bill providing for the relief of the aged; that it did not provide simultaneously or subsequently any means for financing this relief; that it was left to the commissioner of taxation and corporations to work out a plan that he did so, producing a proposal to tax bottled beverages that this aroused such a hullabaloo, largely from those whose business would be, as they claimed, disadvantageously affected, that the idea was dropped like a cold potato. That is about all the non-controversial facts there are.

What faces the present Legislature is a choice: (1) to provide a method for financing this old age assistance law—new taxes; or (2) to postpone action, leaving the law inoperative; or (3) repeal the law. None of these is a pleasant choice to make.

What results from the facts as stated and from the dilemma of the present Legislature is a rumpus. Yet, whether this law is the fruit of Republican legislation; whether it was enacted to strengthen the chances of Governor Frank G. Allen for re-election; whether the baby is Republican or Democratic, are really beside the point. Whether the governor chooses to wash his hands of it or to take a definite stand in favor of some solution, is also beside the point. What is at issue is whether the state, having enacted a law, shall throw it overheard, or provide for its operation. Personalities and politics are another matter. This state is not the Republican party nor the Democratic party. It is not an aggregation of politicians. It takes its legislation with a reasonable amount of seriousness.

Had Mr. Allen been re-elected, as he might have been but for a continuing series of blunders and some bad advice, he would have had to face exactly the same situation which Mr. Ely faces now. The necessity for creating new sources of revenue would have been the same. A new tax could be no more easily devised nor more pleasantly received under a Republican governor than under a Democratic governor. If the present Legislature were Democratic in majority instead of Republican, the necessity would be exactly the same.

It all boils down to the old-fashioned fact that the state cannot spend money it does not have. Appropriations and expenditure and taxation go hand in hand, and essentially they know no partisan politics. The aged who will, or will not, as the case may be, receive benefits under this law, will not do as Republicans or Democrats. They will not be notably affected by thoughts of the party affiliations of the governor or the members of the Legislature.

Dollars Are Nonpartisan

The dollars which the state will give to spend under this law will not be Republican or Democratic dollars. The tax law, if one is enacted to raise the funds, will not in its applicability be Republican or Democratic. No citizen will escape the burden of such taxation by virtue of his political bent.

This dilemma of the Legislature, and the concurrent disturbance in the minds of the governor and some others, is no novelty. The processes of taxation are difficult and irksome, ever. There is no popular tax. There are taxes which are more irritating than others. Tax legislation enthusiasts are likely to be carried away with their coldly calculating ledger-book zeal for what they call "results." They are likely to approve a tax proposal simply because it appears equitable and calculated to produce the revenue. There is another inescapable element in all tax legislation—public opinion, or public sentiment. A tax which hits the taxpayer frequently, regularly, inexorably in the face, is a hated law, no matter how just it may be.

Take the income tax. It is based on the excellent theory that those with the most of this world's goods should pay the heavier burden of taxation; that he with little money should be let off lightly or altogether. It is, in its profession of purpose certainly, and in its application presumably, a just and fair tax. Yet the public does not like it and never will like it—because regularly once every year the taxpayer is not only reminded that he must give up a part of what he has earned, but he is bothered in a particularly vexatious way.

Gasoline Tax Strategy

When the gasoline tax first went into operation, gasoline filling stations advertised the price, so much per gallon for the gasoline plus so much for the tax. It was poor business and the gasoline dealers saw it. They now customarily, in this state, simply chalk up on their sign the price of the gasoline. The tax is in it, but it is not talked about—and motorists regularly pay that tax every time they buy a gallon or more of gasoline, but give it no thought. The point is that this tax is now being collected without reminding the taxpayer in each instance that he is contributing.

CONTINUED

(CONTINUED) WORCESTER TELEGRAM 5/10/31

Stamp taxes have always been unpopular, for this same reason—that each individual collection of the tax is emphasized, to the displeasure of the payer. His mind says, "I am paying so much for this article and I am handing the state (or nation) so much in addition—for nothing. The state is saying to me 'hand me a cent' and I don't like it."

The real estate tax is a very real tax; but it is hidden in the rent. Its payment is not evaded. It is paid in full, always—but there are no brass bands attending the function.

The summer is at hand, and some of us will go down in Maine where the sea water is cold. We will don bathing suits and go more or less hesitantly down the beach to the water's edge. We will stick our toes into the water, and then stand on one foot and wonder whether it is worth while or not to plunge in. When we get our courage up high enough, we shall do it. It will be unexpectedly pleasant—after the first moment.

Tax legislation has to be carried forward about the same way. If the Legislature means to make this old age law effective it must take the plunge, counting on the ultimate sensations to be more agreeable than the toe-paddling now being performed.

Talk About Governor

Attending the week of debate and assertion regarding this problem we have had an assortment of estimates as to the governor's strength. Very likely there is underground work against him, within his party. Did ever a governor escape that depressing experience? It is being said that he has no effective spokesman in House or Senate; we have heard it said of many other governors. It is said that there is friction between him and the party leaders. No executive escapes it.

Mr. Curley takes several positions apparently at variance with those of the governor; says he will never again be a candidate for mayor; and the word goes around that he is jockeying for position to oppose Governor Ely in the primary next year. What of it? This is a free country, in some respects anyway. Mr. Curley has always been more or less a candidate for the governorship. He has a right to be so regarded. There is no reproach in aspiring to that high office.

The story goes about the Hill, with repetition weekly, that Mr. Ely is a "one term governor" and that he will not allow the use of his name in 1932. It will be time to credit that story when Mr. Ely has vouched for it, and not before. It has no pertinence now, except as gossip.

There is an old story of a woman who confessed to her pastor that she had indulged in gossip. She was given a task to perform: She was to take a pound of feathers, go up to the top of the hill behind the church, and scatter them. Then, the following week, she was to report to the pastor that she had done so.

The woman was a little puzzled at this, but she did as she was told, and reported her performance. Thereupon the good man said to her: "Now I want you to go up to the same place tomorrow and gather up all those feathers and bring them to me."

Pre-Primary Convention

The only item of political significance to the Republican party this week has been the favorable report by the committee on election laws of the bill which would authorize political parties to give official endorsement to candidates for statewide offices. This is the so-called pre-primary convention bill. Everyone interested in political matters understands the professed purpose of this bill. The only particularly interesting detail in this bill, which has been overclouded by the more important features, is the size of the pre-primary convention which it would authorize. The estimate is that under its provisions the Republicans would have a convention with 765 delegates and the Democrats would have one with 750. That is quite a crowd; but why not go the whole way and make it a really big affair? If the purpose is to enthuse the party, let's have a regular clambake convention, with 1500 or more delegates, men and women. Meet in the open air, at some sandy, windswept beach resort, or amid the singing pines, or the shading maples. Meet about the festive board, or boards placed on saw-horses, laden with clams, lobsters, green corn, doughnuts, pie, hot dogs, ham sandwiches, pickles, hot coffee, lukewarm ginger ale, tonic, cigars, lemonade, popcorn, peanuts and a brass band.

Without disparaging the laudable purposes of this pre-primary convention idea to stiffen party responsibility, develop party leaders, and make our government as distinguished as the ancient Roman senate for brains and a Sunday school convention for virtue, we would like to see a little more sentiment and romance injected into the picture. Let's ballyhoo the thing right up to the limit, and get the two parties going along in such a way that everyone will know everyone else, like a Rotary luncheon, and Republicans and Democrats will feel that belonging to their favorite party is as stimulating as belonging to a first class lodge, or at least to the neighborhood club.

It's Mr. Youngman's Issue

Anyhow, the advancement of this bill adds a little to the significance of the governorship candidacy of the present lieutenant governor. Mr. Youngman and Congressman Charles L. Gifford are to debate this issue next Thursday in the New Bedford High school auditorium, Mr. Youngman opposing the convention idea. Mr. Youngman has seized this issue, and it is his. It may yet be that by the time the next state election has rolled around, it will be the livest of all the issues. Passage of this bill would give him plenty of ammunition and would keep the issue alive and tense.

The issue of state economy versus spending may fade out of the picture by that time. Preaching state economy in the present economic situation may not serve at all well as an issue in 1932. Prohibition is likely to fit better in national-office contests than with the Massachusetts state ticket. Here, in the pre-primary convention, is an issue entirely Massachusetts. At this moment the situation is shaping up very nicely for Mr. Youngman.

Meantime the present presidential primary law will remain as is. It will not be possible either to draft a man for President against his will (fancy the thought!) or to go romping into a national convention by the simple expedient of attaching one's self to the unwilling coat tails of nationally popular figures. In a sense we are sorry about the fate of this bill, for it would have provided a far more interesting presidential primary here in 1932 than we are likely to get.

CONTINUED

(CONTINUED)

WORCESTER TELEGRAM 5/10/33.

Well, anyway, it looks as if the dear ladies and others will be able to hold their bridge parties for charity, prizes and polite conversation, without fear of being raided by the police. This legalized prize bridge may fall a trifle short of what they provide for the red-blooded out at Reno, but we report progress.

Also, it looks as if the next governor may get $20,000 a year instead of half that as at present; and the way things are going he will earn every cent of it.

WINTHROP REVIEW 5/8/31

E. B. Airport Bill Passed And Signed

Appropriate $1,250,000 For Use In Development Of Present Airport

Mayor Curley's efforts for a bigger and larger airport at East Boston seem to have succeeded with the signing of the bill for an appropriation of $1,250,000 by Governor Ely last week, the sum to be borrowed outside the debt limit.

The bill had quite a stormy passage, being reported out of the committee on municipal finance with a recommendation of $250,000. This sum, however, was increased a $1,000,000 on a motion by Representative William H. Hearn of East Boston, although considerable opposition was offered to the amendment.

With the passage of the airport bill, development plans are expected to start immediately. Fill from the East Boston tunnel has already been used at the airport and it is expected that part of Governors Island will be levelled to furnish fill between the island and the present airport.

WORCESTER POST 5/6/31

Curley Says He Will Never Run For Mayor Again

BOSTON, May 6 — Announcement of his retirement from Boston mayoralty contests was made without reservation yesterday by Mayor Curley.

After referring to what he called the unfortunate fact that he has served as mayor during three serious depressions, he said: "This will be the last one because I shall not again be a candidate for mayor."

He gave unstinted approval to the administration of the public welfare department, which has been under serious fire from city councilmen for the past two months, and asserted that other American cities have adopted Boston methods of administration.

HOLYOKE TRANSCRIPT 5/9/31

Mayor Curley of Boston will have plenty of company on his European trip. Twenty-five cities, representing 17,000,000 citizens of the United States, from the interior and the four borders of the United States, will participate in the Mayor's trip to France, May 15, on the Ile de France of the French Line, to visit the International Colonial and Overseas Possession Exposition in France. The cities participating are: New York, Cleveland, Baltimore, San Francisco, New Orleans, Indianapolis, Atlanta, Omaha, Richmond, Va.; Trenton, Winston-Salem, Phoenix, Wash.; Los Angeles, St. Louis, Boston, Milwaukee, Kansas City, Portland, Ore.; Denver, Syracuse, Hartford, El Paso, Pensacola, Boise City.

SALEM NEWS 5/8/31

TOLL HIGHWAY FROM BOSTON TO HULL IN MAKING

Financial Backing Assured Mayor Curley; Would Rise 155 Feet Above Ship Channels; Room for Big Ships

Boston, May 8—A toll bridge highway from Boston to Hull, the financial backing of which has been assured Mayor Curley, has already been planned in detail and now lacks only the necessary legislative action and the sanction of the war department for the spanning of Boston harbor.

Unlike the low level structure with drawbridges previously proposed to the legislature, the present proposition calls for a high level bridge with a height of 155 feet above the main ship channels, affording ample space for the largest ships that can navigate the channels.

The plans, prepared by Frederic H. Fay, chairman of the Boston planning board, provide for the toll highway to start at the Boston end with a bridge from Columbus circle, South Boston stradnway, over Dorchester bay to Squantum bay with a structure as high as Brooklyn bridge. The next bridge will be from Squantum head to Peddock's island, followed by a bridge from there to Bumpkin island. A causeway from the latter island to Nantasket at a point near the steamboat landing, completes the project.

Mr. Fay will appear before the Boston Chamber of Commerce this afternoon to explain the project. The New York backers will be in Boston next Monday and confer with the local backers in Mr. Fay's office. On Tuesday the proposition will be outlined before the legislative committee on highways and motor vehicles before whom is pending the necessary bill to permit the carrying out of the project.

The location is considered ideal with its connection at the Boston end with the Strandway and the Southern artery and its connection with the new back state road, now under construction, to connect with Hingham.

GLOUCESTER TIMES 5/9/31

Mayor Curley and Governor Roosevelt have both sailed for Europe. Mayor Curley said he would not again be a candidate.

SPRINGFIELD REPUBLICAN 5/10/31

Curley As Ship Promoter

Mayor Curley has again captured the headlines by his promotion of a four-day transatlantic service from Boston. If, as a result of the mayor's activities, the Europa or the Bremen should undertake to make even a single fast voyage to or from Boston this summer, demonstrating the possibilities of quicker passage than to or from New York, the advertisement of Boston as a port would be large. With an advantage of 250 miles in distance and eight or nine hours in time, Boston ought to get the record.

The question whether any of the big steamship companies will regularly operate a fast service from Boston depends upon how seriously they regard the competition of Canadian service between Liverpool and Montreal to which Mayor Curley calls attention. The largest and fastest passenger vessel built in the British isles since the war is about to be placed on the Montreal run. Although not more than 26 knots have been claimed for her, she may rival the 28 knots of the Europa and Bremen and, thanks to the still shorter and more northerly route, is likely to lower the actual time of crossing.

Curley's business acumen will earn a salute if, by pointing out the menace of the Canadian route, he can actually divert to Boston any of the fast passenger service which now goes to New York. While the Boston route is somewhat longer than that to Montreal, it is shorter than to Montauk Point, L. I., which from time to time receives advertisement from real estate, or other interests, as the possible terminus of a new and faster transatlantic service. And in winter, when the St Lawrence is frozen, the advantages of the Boston route over the Canadian are obvious. But the practical advantages of New York in the assembly and distribution of both passengers and freight over either Montreal or Boston are very great.

SPRINGFIELD REPUBLICAN 5/7/31

REAL ESTATE MEN REPLY TO CURLEY

Method Declared Only Means in Power to Get Simple Justice on Abatement Charges

Boston, May 6—The directors of the Boston Real Estate Exchange declare that Mayor Curley's recent sweeping accusation of "racketeering" against property owners who seek abatements through "means provided by law," was not justified, and that "chronic and continued over-assessment can only result in municipal chaos and disaster to the city."

While expressing sympathy for the mayor in his present difficult situation with the city facing an increase in the state tax and a reduction in state income tax receipts, they declare that the great majority of those seeking abatements "are using the only means in their power to get simple justice."

Constant Increase

The constant increase in municipal government expenses with the consequent demand for greater revenue put up to the assessors and "constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible," together with reduced rentals resulting from the business depression, is cited as the cause of the present situation.

The statement follows in part:—

"Assessed values in any city or particular section of a city do not conform immediately to changes in the market value of real estate, whether the changes be up or down. If a particular district is having a rapid growth in value, the assessors quite properly increase valuations gradually and moderately, because in such a case prices are apt to outrun real values and a setback to follow. On the other hand, if market prices are falling off in a district, a rapid and drastic reduction in assessed valuations would tend to further depreciate values and cause property owners unnecessary hardship.

Take, for example, the history of values on Beacon hill for the last 25 years. For a long period of years the old residents on the hill were moving out to the Bak Bay or the suburbs. During these years, although assessments were gradually reduced, selling prices were generally below assessed values. More recently the hill has again become popular as a high-grade residential district, selling prices have gone up and, although assessments have been increased, selling prices until very recently have generally been well above assessed values."

Trends of Values

The same considerations governing changes in assessed valuations apply in relation to changes in general business conditions. The assessors are not justified in raising valuations in boom times to the extreme limit of market prices; nor can they be expected to reduce valuations in times like the present to a scale of values set by a few forced sales.

The assessors of Boston probably are as well informed as to values and trends of values as anyone in the city, and, left to themselves, would gradually and conservatively conform to changing conditions. But the assessors of Boston are not left to themselves, and right here is where the trouble begins. They are obliged to allow political expediency to influence their actions.

Every mayor, like other elective officers in our system of government, has up to the present appeared to gain more political strength by spending than by saving and has been under the constant urge to get more money to spend. The assessors have, therefore, been under constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible. In spite of this pressure, however, it was always possible up to a few years ago to get reasonable consideration by the assessors in genuine cases of over-assessment and to obtain some measure of relief without going to the courts.

The next step in the development of the present situation was the general rise in values of real estate along with everything else during the 10 years following the war. This rise was, of course, accompanied by an even greater rise in the city's expenses, both necessary and not so necessary. So the continuing pressure for more money forced the assessors to increase their valuations up to figures which in many cases are now recognized as boom prices and not real values. Furthermore, the principal weight of these increases fell on the high value downtown business property rather than upon the districts where most of the voters live.

During the greater part of the period of rising rents and prices, property owners grumbled at the tremendous increase in their taxes but made no general and determined effort to secure relief. As time went on, however, petitions for abatement increased; the assessors found it more and more difficult to maintain their yearly increases in valautions, while on the other hand, the demands for more money to spend by the city government continued unchecked. The result was the final step which precipitated the present situation.

PITTSFIELD EAGLE 5/7/31

LITTLENESS OF THE "GREAT"

(Lewiston Journal)

Mayor Curley of Boston is in wrong in his automobile tag. No "great man" can afford to display his greatness. There is no law for the private citizen that does not also apply to a mayor. Mr. Curley fails in a sense of humor and good-fellowship. His office was to appear in court, pay his fine, have a good laugh over it and promise to do better.

Such procedure would have emphasized the liability of every person to obey traffic rules. One of the fancied prerogatives of small men elevated to office—such as aldermen, policemen, mayors, magistrates—is that they can break the law by nodding to a traffic cop.

That is what makes other lawbreakers. The innocent party who is killed by a mayor's car is quite as dead as though he had been killed by a member of the minority party. Mayor Curley lost a chance to make a hit with the people.

NEW YORK TIMES 5/10/31

PREDICTS CUT OF DAY ON RUN TO EUROPE

Mayor Curley Says Lines Look Favorably on Use of Boston as a Terminal.

A short cut between the United States and Europe, which, it is believed, would reduce by a day the running time on the fastest steamships by the use of Boston as a port of entry and taking a boat train to New York or other points, was predicted Friday by Mayor James J. Curley of that city, following a conference with officials of the North German Lloyd.

Mayor Curley sailed immediately for England on the liner France to investigate the steamship conditions of the Continent.

A $16,000,000 traffic terminal in Boston is already assured. On either side of the giant piers will be de luxe trains of all railroads entering Boston, and not far away will be an airfield, with fast planes ready for the more impatient.

Mr. Curley said that his talk with the steamship men on the subject was "eminently satisfactory," and left no doubt in his mind about the future.

"Ours is the only port on this seaboard which today has the convenience of rail facilities alongside its passenger piers," he added. "Already trains are meeting the ships that come to Boston and under the approved plans every railroad with a terminus in Boston will be able to pull up alongside the ships and take the disembarking passengers to any point in the United States. The New Yorker will get home a day earlier, with only a walk of a few yards required between Southampton and the Grand Central Station. The business man from Chicago can easily clip a day and a half from his traveling time between Illinois and Europe."

NORTHAMPTON GAZETTE 5/8/31

Of course it is not news to the informed that Mayor Curley of Boston has said that he will not immediately be a candidate for mayor again, as the law is such that no mayor can succeed himself in that city. But what the mayor will have to say when he becomes eligible for the office five years from now is another story.

SPRINGFIELD UNION 5/7/31

Briefs from the State House

By DONAL F. MacPHEE.

Inspection of Utility Poles.

BOSTON, May 6—A bill to require inspection of poles and other structures used to support lines for the transmission of electricity was filed today by Rep. Cavanagh of Cambridge. The measure, which is a result of a recent crash of five telegraph poles in Cambridge, would require the company operating such poles to inspect them at least once in every six months.

* * *

Jobless Plan Turned Down.

A plan to permanently relieve the unemployed through the furnishing of employment in municipally-operated factories and farms was outlined to the Joint Ways and Means Committee by Rep. Harold E. Cole of Taunton. The petition was later given an adverse report by the committee.

* * *

Hearing on Appointment.

No action was taken by the Executive Council to confirm the Governor's appointment of Frederick A. Keys of Boston to the State Board of Dental Examiners as successor to Ralph P. Cummingham of Springfield. Due to considerable opposition from dental groups in the State to this appointment a public hearing will be held next Wednesday by the council to hear the pros and cons on this appointment.

* * *

Referred to Next Session.

"Reference to the next annual session" has been voted by the Legislative Committee on Highways and Motor Vehicles on the petition of Russell A. Harmon, secretary of the Nacroft Automobile Club of Worcester, for the construction of the eastern link of the Boston-Worcester Turnpike over a by-pass instead of following the location of the old turnpike.

* * *

Labor Measures Rejected.

The House on a voice vote rejected two labor measures. One would declare certain contracts null and void as contrary to public policy and the other would make lawful action by employers and employes in concert. This action was taken because the entire question would be considered in relation to an order, that was referred to the Rules Committee, to refer to the Supreme Judicial Court the question of constitutionality of a bill to define the jurisdiction of courts sitting in equity.

* * *

Bill for Salary Raises.

The bill to double the salary of the Governor and also to increase the salaries of the Lieutenant-Governor and the members of the Executive Council, came into the Senate and was referred to the Senate Committee on Ways and Means.

* * *

Reconsideration Offered.

An attempt was made in the Senate to reconsider the action of that body Tuesday in killing the so-called peaceful picketing bill was defeated after a brief debate by a vote of 16 to 13.

* * *

Relief from Assessments.

The House Ways and Means Committee today reported favorably on the bill which would permanently relieve cities and towns from assessments for the repair and maintenance of State Highways. This relief is now being granted for two years under the recently enacted highway construction and gasoline tax increase bill and the idea is to make the relief permanent.

Minors as Fruit Pedlers.

The petition of Rep. John P. Higgins of Boston for legislation to provide that minors engaged as hawkers and pedlers of fresh fruits and vegetables need not be licensed has been admitted for consideration at this session of the Legislature by the Rules Committee of the House.

* * *

Warner Report Not Ready

Atty. Gen. Joseph B. Warner said this afternoon that it would be impossible for him to report Thursday to Gov. Ely on the results of his investigation into the recommendation of the Middlesex Jury that Bank Commissioner Arthur Guy is not a fit person to hold this office and should be removed. The Attorney General is working on the document and it may possibly be ready for the Governor Friday.

* * *

Commends Poppy Drive.

The 10th annual buddy poppy drive of the Veterans of Foreign Wars, to be conducted May 23, today received the indorsement of Gov. Ely. "Through it," the Governor said," relief and assistance will be brought to countless veterans' families in need, and disabled veterans hospitalized in Massachusetts. I commend it to the citizens of Massachusetts and trust the response will be generous."

* * *

U. E. L. Hearing May 19.

The State Department of Public Utilities will give a hearing May 19 on the petition of the United Electric Light Company for approval of an issue of additional capital stock of the par value of $320,000 to pay outstanding indebtedness of the company incurred for extensions, improvements and additions to its plant and property.

* * *

Curley Enters Protest.

Mayor James M. Curley of Boston called on Gov. Ely this afternoon to voice his protest against the bill that would abolish the requirement of a physical examination for the classified labor service. The Mayor did not indicate the nature of his protest nor did the Governor have any comment to make. The measure is before the Governor for signature.

LOWELL COURIER-CITIZEN 5/9/31

Nota Bene

Mayor Curley sails from New York. But then, so do most governors of Massachusetts and other New England states when they go to Europe.

SPRINGFIELD REPUBLICAN 5/7/31

Mr Curley announces that he is serving his last term as mayor of Boston, while Senator Walsh says that Gov Ely will surely be renominated and relected next year. So when does Mr Curley as governor come in?

LAWRENCE TRIBUNE 5/7/31

Mayor James M. Curley has just inaugurated an ingenious plan whereby the poor of Boston will benefit handsomely upward to two hundred years hence.

He took out an insurance policy which, upon his death, guarantees the payment of a definite sum each month to his surviving children, this payment to be made to all of the Curley children until the death of the last surviving child. At that time the principal sum of $102,285, which is the amount of the insurance, will be turned over to the city treasurer of Boston, to be invested and the interest added to the principal for a period of one hundred twenty-five years.

At the end of that period the sum so accumulated is to remain intact and the interest from it is to be spent annually for the relief of the needy poor of Boston, in addition to any sum which the city may appropriate for the poor. Mayor Curley estimates that if the $102,285 is allowed to accumulate at four per cent, compounded annually, it would amount of $13,771,440 at the end of 125 years, $25,081,193 at four and one-half per cent and $45,548,527 at five per cent. The latter sum, he points out, would annually earn $1,821,842 at four per cent. His plan, according to Mayor Curley, is similar to the fund created by Benjamin Franklin, when he left one thousand pounds to the city of Boston to accumulate and be used for definite purposes.

NEW BEDFORD MERCURY 5/7/31

The formal announcement by Mayor Curley of Boston that he will not again be a candidate for mayor of Boston, will give no surprise. It has been understood for some time that he will be a candidate against Governor Ely for the Democratic nomination for governor. Whenever the time appears auspicious for the Democrats to elect a Governor, a Boston candidat is in the field. It was only by an unusual combination of circumstances whereby Governor Ely received the nomination last year. The state Democracy has long resented the greed of Boston in seeking to get all the nominations that are worthwhile. It is strange that the Boston Democracy does not realize the bitterness of the state Democracy at the exhibition of avarice. We are disposed to believe that if Mayor Curley should defeat Governor Ely in the caucuses, the wrath of the state Democracy would be so deep that Mr. Curley's chances of election would be slim.

SALEM NEWS 5/8/31

Mayor James M. Curley, accompanied by his daughter, Mary, and City Treasurer Edmund L. Dolan, left the Back Bay station at 5 o'clock yesterday for New York city on the first leg of his trip to Europe that will keep him away from his official duties for at least six weeks. Miss Loretta Bremner of Chicago, who was the fiancee of the late James M. Curley, Jr., was to join the party in New York last night. Mayor Curley and his party were given a warm send-off by a big gathering.

SPRINGFIELD NEWS 5/6/31

Real Estate Men Reply to Curley Abatement Charges

Method Declared Only Means In Power to Get Simple Justice; Constant Increase In Expenses Cited

Boston, May 6—The directors of the Boston Real Estate Exchange declare that Mayor Curley's recent sweeping accusation of "racketeering" against property owners who seek abatements through "means provided by law," was not justified, and that "chronic and continued over-assessment can only result in municipal chaos and disaster to the city."

While expressing sympathy for the mayor in his present difficult situation with the city facing an increase in the state tax and a reduction in state income tax receipts, they declare that the great majority of those seeking abatements "are using the only means in their power to get simple justice."

Constant Increase

The constant increase in municipal government expenses with the consequent demand for greater revenue put up to the assessors and "constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible," together with reduced rentals resulting from the business depression, is cited as the cause of the present situation.

The statement follows in part:—

"Assessed values in any city or particular section of a city do not conform immediately to changes in the market value of real estate, whether the changes be up or down. If a particular district is having a rapid growth in value, the assessors quite properly increase valuations gradually and moderately, because in such a case prices are apt to outrun real values and a setback to follow. On the other hand, if market prices are falling off in a district, a rapid and drastic reduction in assessed valuations would tend to further depreciate values and cause property owners unnecessary hardship.

Take, for example, the history of values on Beacon hill for the last 25 years. For a long period of years the old residents on the hill were moving out to the Bak Bay or the suburbs. During these years, although assessments were gradually reduced, selling prices were generally below assessed values. More recently the hill has again become popular as a high-grade residential district, selling prices have gone up and, although assessments have been increased, selling prices until very recently have generally been well above assessed values."

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Every mayor, like other elective officers in our system of government, has up to the present appeared to gain more political strength by spending than by saving and has been under the constant urge to get more money to spend. The assessors have, therefore, been under constant pressure from the head of the city government to raise their valuations wherever possible and to avoid reductions as long as possible. In spite of this pressure, however, it was always possible up to a few years ago to get reasonable consideration by the assessors in genuine cases of over-assessment and to obtain some measure of relief without going to the courts.

The next step in the development of the present situation was the general rise in values of real estate along with everything else during the 10 years following the war. This rise was, of course, accompanied by an even greater rise in the city's expenses, both necessary and not so necessary. So the continuing pressure for more money forced the assessors to increase their valuations up to figures which in many cases are now recognized as boom prices and not real values. Furthermore, the principal weight of these increases fell on the high value downtown business property rather than upon the districts where most of the voters live.

During the greater part of the period of rising rents and prices, property owners grumbled at the tremendous increase in their taxes but made no general and determined effort to secure relief. As time went on, however, petitions for abatement increased; the assessors found it more and more difficult to maintain their yearly increases in valautions, while on the other hand, the demands for more money to spend by the city government continued unchecked. The result was the final step which precipitated the present situation.

PROVIDENCE JOURNAL 5/6/31

MAYOR CURLEY WILL REFUSE RE-ELECTION

Says His Present Term, Third, 'Will Be The Last Time'

Boston, May 5.—(AP)—Mayor James M. Curley, now serving his third term as Boston's chief executive, today made it clear that it was his last term.

At a conference with city department heads, Curley pointed out that he had acted as Mayor in three periods of acute business depression. Then he added:

"I shall not be a candidate for Mayor again. This will be the last time."

LAWRENCE TRIBUNE 5/7/31

OFFERS NEW PLAN FOR UNEMPLOYED

STATE HOUSE, Boston, March 7—At a hearing yesterday before the joint ways and means committee of the Legislature Representative Harold E. Cole of Taunton proposed a plan to relieve unemployment permanently by furnishing work in municipally-operated factories and farms.

He urged legislation under which communities which establish factories or farms "for the purpose of raising, manufacturing or otherwise producing food, clothing, fuel or other necessities of life" would upon application be reimbursed by the state to the extent of one-half the cost of buying or leasing and establishing the business on a productive basis.

Under Representative Cole's plan articles produced in this manner would not be sold in the open market and the amount of reimbursement would be limited to not more than $500 for each 1000 of population and not to exceed $50,000.

The Representative praised Mayor Curley as the only municipal executive who "has even attempted to find work" for the unemployed under the provision of law allowing cities and towns to aid the unemployed and find work for them.

Contending that unemployment is a permanent problem, Representative Cole said: "If private industry cannot find work for these people there is nothing left but provide government jobs for them. It would not be much of a job, but it will help to make them self-sustaining."

There were no other speakers and the hearing was closed.

The joint ways and means committee reported recommending "leave to withdraw" on the petition of Representative Harold E. Cole of Taunton that cities and towns be reimbursed by the state for part of the expense for providing for the unemployed by means of raising or producing food clothing, fuel or other necessaries of life.

"Ought to pass" was reported by the ways and means committee of the House on the bill that provides that cities and towns shall be permanently relieved of any part of the expense of maintaining and repairing state highways.

The rules committee of the House voted to admit the petition of John P. Higgins of Boston for legislation to provide that minors engaged as hawkers and peddlers of fresh fruits and vegetables need not be licensed.

As a result of the crash of five telegraph poles in Cambridge recently, Representative Charles T. Cavanagh of Cambridge filed with the Legislature yesterday a bill to require the inspection of poles and other structures used to support lines for the transmission of electricity. The bill would require the companies using the poles to make such inspection at least once in every six months.

5/6/31
SPRINGFIELD UNION

Curley's Candidacy.

From the Lowell Courier-Citizen.

One may take with a grain of salt the newspaper story that Mayor Curley will be a candidate for the Democratic gubernatorial nomination next year, even if Gov. Ely seeks another term. It is just possible that Boston's mayor has encouraged the publication of such a story at this time in order that he may get an idea of the sentiment of his party—in other words that he is putting out a feeler. If he really intends to run, this a symptom of great confidence on his part and doubtless that of Democrats generally that next year will be a Democratic year. If there were not this confidence. Mr. Curley would presumably feel that he could well afford to allow the Governor to have the customary renomination and take his own chances in 1934, when he could probably get the nomination without serious opposition. As the case has been presented in the news reports, Mr. Curley bases his hopes of election partly on the supposedly poor vote-getting qualties of Mr. Youngman, but former-Gov. Fuller is indulging in political activities these days that lead to the suspicion that he may intend entering the lists next year. Against Mr. Fuller, the Curley candidacy might not go so smoothly.

NEW BEDFORD STANDARD 5/6/31

CURLEY NEVER AGAIN TO SEEK MAYORALTY

Boston, May 6—Mayor Curley will never again seek the office of mayor. This was his announcement Tuesday as he addressed his official family, sixty or more heads of departments, as they sat in the large room on the fourth floor of City Hall, in monthly conference. The mayor was happy on the eve of his sailing for Europe, as guest of the French government at the opening of the Colonial Exposition in Paris. He has just received his credentials as honorary member of the Ancient and Honorable Artillery company.

"I have passed through three serious business depressions as mayor of Boston," Mr. Curley announced. "The first was in 1915, the second was in 1921 and the third is now passing. They were trying times. I shall never be a candidate for mayor again."

SALEM NEWS 5/6/31

Curley Not to Seek Mayoralty Of Boston Again

Speaking yesterday to the city's department heads on the eve of his departure for Europe, Mayor James M. Curley of Boston announced that he will not be a candidate for mayor in 1938.

The law provides that no mayor may be a candidate for a term immediately following one he has served; he may if he chooses, run again after a lapse of one term.

The mayor's statement yesterday was interpreted by his friends to mean that he will never again seek the Boston mayoralty after his present term expires.

BEVERLY TIMES 5/6/31

Mayor Curley Will Not Seek Election

Mayor James M. Curley of Boston will never again seek the office of mayor. This was his announcement yesterday as he addressed his official family, sixty or more heads of departments, at City Hall, Boston, in monthly conference. The mayor was happy on the eve of his sailing for Europe, as guest of the French Government at the opening of the Colonial Exposition in Paris. He had just been presented with his credentials as honorary member of the Ancient and Honorable Artillery Company.

"I have passed through three serious business depressions as mayor of Boston," Mr. Curley announced "The first was in 1915, the second in 1921 and the third is now passing. They were trying times. I shall never be a candidate for mayor again."

The statement was apparently without previous reflection, and it was particularly significant in that the mayor had given no such intimation in any of his private audiences with newspapermen since he was elected for the third term a year and a half ago. His words came naturally in the midst of a speech in which he was extolling the work of the Public Works Department in its dispensing of relief to the poor to the extent of $500,000 per month and urging the officials to be as economical as possible in order that the public welfare work might go on with all possible financial encouragement.

SPRINGFIELD UNION 5/6/31

Mayor of Boston Serving Last Term

Curley Announces He Will Not Be Candidate for Office Again.

BOSTON, May 5—(AP) Mayor James M. Curley, now serving his third term as Boston's chief executive, today made it clear that it was also his last term.

During a conference with city department heads, the Mayor pointed that he had acted as mayor during three periods of acute business depression. Then he added:

"I shall not be a candidate for mayor again. This will be the last time."

NEW BEDFORD MERCURY 5/6/31

CURLEY NOT TO RUN FOR MAYOR AGAIN

So Declares to Department Heads on Eve of Sailing for France

Boston, May 5—Mayor Curley will never again seek the office of mayor. This was his announcement today as he addressed his official family, sixty or more heads of departments, as they sat in the large room on the fourth floor of City Hall, in monthly conference. The mayor was happy on the eve of his sailing for Europe, as guest of the French government at the opening of the Colonial Exposition in Paris. He had just been presented with his credentials as honorary member of the Ancient and Honorable Artillery company.

"I have passed through three serious business depressions as mayor of Boston," Mr. Curley announced. "The first was in 1915, the second was in 1921 and the third is now passing. They were trying times. I shall never be a candidate for mayor again."

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The mayor's official family accepted the mayor's announcement of his retirement as mayor as meaning he will run for governor.

WORCESTER TELEGRAM 5/6/31

CURLEY WILL QUIT AFTER THIS TERM

Boston Executive Not in Field For Re-election, He Says

BOSTON, May 5 (AP)—Mayor James M. Curley, now serving his third term as Boston's chief executive, today made it clear that it was also his last term.

During a conference with city department heads, the mayor pointed out that he had acted as mayor during three periods of acute business depression. Then he added:

"I shall not be a candidate for mayor again. This will be the last time."

5/2/31
NEW YORK HERALD-TRIBUNE

Hoist With Their Own Petard

It probably came as something of a shock to the bright young men of "The Harvard Crimson" when James M. Curley, Boston's ambitious Mayor, last week declared that the much discussed high table at Harvard's new Lowell House was "democratic enough" for him.

Some time back the editors of the Harvard student daily had been outraged not only by the existence of so undemocratic an institution as high table in their midst, but also by the fact that the guests at a state dinner inaugurating the new residential unit had worn dinner dress. Was this, they demanded, in keeping with the ideals of Harvard democracy? In keeping, that is to say, with the democracy of the Porcellian Club, the Somerset ballroom and Mount Auburn Street, and the Gold Coast in general?

Last week ton's aggressive, Irish-American Mayor, at whose expense the bright young men of Harvard have occasionally chosen to be witty, was invited to another of the Lowell House state dinners, where, with Cardinal O'Connell and President Lowell, he occupied the controversial high table, the State flanked by learning and the Church, but only an inspiration of genius can account for his subsequent remarks to interviewers.

"I thought the whole arrangement very pleasant and suitable," he said. "The boys sat on the floor and talked about what interested them, and the Cardinal and Dr. Lowell and I sat at high table and talked about what interested us. It was democratic enough for me."

Perhaps the young wits of the yard will think twice before taking on Mr. Curley again. He seems to have shown himself a foeman worthy of their mettle and one with a nice taste in the caustic and the pertinent.

GLOUCESTER TIMES 5/5/31

TODAY'S NEWS IN BRIEF

MASSACHUSETTS

Blacklisting of a coal company was demanded late yesterday from the floor of the assembly chamber by City Councillor Clement A. Norton of Hyde Park, who charged that the firm had been in court three times for "short weight," on one occasion, cheating the city out of 3600 pounds.

The lives of 50 men were imperilled in the Central Hotel, 21 Green street, Boston, early this morning when a man who was registered as Fred Hunt, set fire to his room, police say. Flames shooting out of his window, and smoke pouring through the halls, caused the alarm.

The "phantom sniper," who has harassed autoists in suburban Boston for months, fired at Jeremiah Regan of 28 Beacon street, Watertown, as the latter drove on Western avenue, Brighton, last night.

Department of Justice and prohibition agents from Washington have been tapping wires of alleged bootleggers and their chief customers in and about Boston for the past month and are about to stage a series of big liquor raids as a result of the information gathered in this manner, it was learned last night.

At a cost of $1,000,000, the city of Boston will purchase property in the market district to widen Cross street from Hanover to Mercantile street as the first link in the proposed downtown central traffic artery. Mayor Curley indicated late yesterday, following a conference with city officials and property owners.

No more lengthy dinner hours will be in order for Boston's traffic officers. Starting last night the traffic men will have to keep their lunch time down to within the required limit of one hour.

The exploding of a still at 10 Houghton street, Somerville, yesterday afternoon, sent Francis Tarrakevas to the Cambridge Relief Hospital suffering from burns about the face

SPRING FIELD NEWS 5/6/31

ASK FULL POWER FOR M'GRATH AS CURLEY LEAVES

Councilmen Request Mayor to Notify Department Heads

Boston, May 5 — The city council took formal cognizance yesterday of the scheduled departure, Thursday, of Mayor Curley on a vacation trip to Europe which will extend until June 16, by requesting him to instruct all department heads to recognize Acting Mayor Joseph McGrath.

The charge by Councilman John F. Dowd of Roxbury that orders have been issued to department heads to refrain from transmitting matters of official business to the acting mayor, and the assertion that specific instructions have been given that no more contracts will be awarded until the mayor's return, enlivened the council session.

The council passed Dowd's order without debate. He declared that the mayor's absence should not interfere with the orderly progress of municipal business and that necessary contracts for street construction should not be pigeon-holed until the European vacation jaunt is ended.

Question of Scope

Absence of Mayor Curley from the city and country for a period of six weeks had previously raised the question of the scope of the authority of Acting Mayor McGrath and had led to a search of the city charter to discover the specific provision covering the situation.

Under the charter only matters which are considered urgent, and upon which action should not be delayed, are submitted to the acting mayor, but in a broad interpretation of the charter provision, the absence of the mayor from the country confers on his substitute many of the important mayoral prerogatives. It is stipulated that the city clerk, the corporation counsel and the chief clerk of the mayor, who ordinarily handles official business matters, shall constitute the board clothed with power to determine the urgency of any business requiring the formal approval of the mayor.

President McGrath of the city council declared after action had been taken on Dowd's order that he was not ambitious to pass official judgment on matters not of an emergency character and that he did not apprehend that substituting for Mayor Curley would be productive of any entanglements with department heads or other persons.

Will Leave Thursday

The mayor will leave for New York Thursday morning. He will be accompanied by City Treasurer Edmund L. Dolan, his companion in the occupancy of the presidential suite on the French line steamship France, and by Miss Mary Curley and Miss Loretta Bremner of Chicago, fiancee of the late James M. Curley, Jr. An appointment in New York, Thursday evening, with Philip Heiniken, president of the Hamburg-American steamship line, will result in a discussion of the advisability of the establishment of a regular four-day trip across the Atlantic between Boston and Europe.

LOWELL TELEGRAM 5/13/31

LOWELL C. M. T. C. AWARDED TROPHY

Competing against drill teams from National Guards Units and American Legion Posts in and around Boston, the Lowell C. M. T. C. association drill team, made up of present and past members of the Lowell High school, won first prize in a drill in the Charlestown Armory. The drill was sponsored by Bunker Hill post, A. L., and the loving cup was donated for the event by Mayor James M. Curley of Boston.

The local C. M. T. C. crack squad was made up of the following boys: Edward J. Jennings, assistant instructor; Corporals Joseph Cullinan, John Gallagher, Robert Means, John Fenlon; Privates Charles Noonan, Edmund Hoar, Charles Day, Ralph Noonan, Paul Tucker, Thomas Daley, Thomas Robbins, Edward Corcoran, E. Vincent Latham, Francis Murphy and Paul McNeely.

The Lowell C. M. T. C. association is sponsored by Lowell Post 7, A. L., and is directed and drilled by Lt. Henry E. McGowan.

The ball sponsored by the Lowell High School C. M. T. C. association which was held at the Merrimack Valley Country club of Methuen, proved very successful.

SALEM NEWS 5/5/31

Curley Going to France as Guest Of French Govt.

Boston, May 5—Mayor James M. Curley is going abroad, leaving New York on Friday, as the guest of the French government and, therefore, is compelled to sail from New York, though he expressed a preference for Boston, even though he sail on some other line.

The steamer, having a mail contract, could not stop at Boston and pick up the mayor, and, in view of the invitation being from the French government, for the mayor to sail on any other steamship would be considered a breach of courtesy.

Officials of the French line are expected to call on the mayor today and tender him the use of the presidential suite on the liner France. Arrangements have been made by the French line officials with the English authorities for the mayor to leave the ship at Plymouth and make a short trip to London and to Boston, England.

The mayor and his party will leave Boston Thursday. He is due in Paris for the opening of the Colonial exposition.

While abroad the mayor and his party will visit Rome and the Irish Free State. He expects to sail for home June 5.

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WORCESTER TELEGRAM 5/3/31

Then came from somewhere back in the meeting room, a reverent voice saying these fervent words:

"Oh Lord, hit him ag'in!"

The young men in the Republican party, of whom much is said and written in the vein of the excellent Mr. Treadway, are rather vague in identity. Maybe if enough plaster falls on their heads next year they'll become more active and more effective.

WORCESTER TELEGRAM 5/3/31

Compulsory Insurance On Cars Likely to Stay

Legislators Not Disposed to Scrap Present Law for Financial Responsibility Measure — Democratic Leaders Say Curley Will Not Oppose Ely in 1932—Burns' Appointment to Bench Commended — Humorous Aftermath to Furore Over Badges

By JAMES H. GUILFOYLE

BOSTON, May 2.—Although it will probably be two weeks before the issue is finally determined, there is every reason to believe that the Massachusetts Legislature will not scrap the motor vehicle compulsory insurance law despite the surprising strength its opponents have shown this year.

The proposal to substitute a financial responsibility law, which doesn't positively guarantee recompense to the injured, for the present law, is proving difficult for legislators to accept. Even those who have been vigorous in pointing to flaws in the present act are not keen for its repeal.

Briefly, the only substantial argument advanced by the proponents of the financial responsibility law during the last week's hearings is that it would be a safety measure and might bring lower insurance rates. The contention is that the average motorist, knowing his insurance will protect him in any personal injury suit, isn't as careful as he might be.

Telling Point

On the other hand, the proponents of the present law have made a telling point in emphasizing that if a person is injured now through the careless manipulation of an automobile, he is at least assured of some financial protection.

The fact is the fight against the present law is a battle of the insurance interests. They don't deny it. They don't like the compulsory law because they say there is little profit in it for their companies. But they continue to go after the insurance just the same. This year they are joined by a number of well-intentioned legislators who see the situation from the viewpoint of the insurance companies and who erroneously look upon the insurance feature of motor vehicle operation from the safety standpoint rather than that of indemnity injured.

The fact that the men, or most of them, who have incidentally taken up the battle for the insurance companies this year, are of high repute and standing in the Legislature to some extent makes the outcome uncertain, but even the esteem held for their opinion is not likely to influence a sufficient majority against the compulsory act.

It is true there has been much complaint against the provisions of the present act. No one claims it is perfect, but it can be improved through amendment. Even its most violent opponents in the past have not suggested its repeal, but methods of perfecting it.

Continuous Assault

The law has been on the books about seven years and the assault against it has been almost continuous during the last four years. The most convincing proof of its soundness came a year ago when a special commission was named to study it. On that commission were men of all points of view, including Russell A. Harmon of Worcester, who had leaned strongly toward the financial responsibility law. The commission spent several months on intensive investigation. It gathered statistics and went into the subject with a fine tooth comb. When it reported, it did not suggest repeal of the compulsory law. The men on that commission probably represented as capable a group of disinterested persons as could be found and they made many suggestions for perfecting the present law, suggestions which would help much if they were adopted.

There would be no question of the failure of the financial responsibility bill if it were not for the men interested in it this year. Coupled with that, is an air of confidence on the part of insurance company representatives which seems to suggest the possession of information the average observer does not possess. The insurance company interests believe that a strong case has been made for the financial responsibility measure and that, in addition to the support it will have from those active in the campaign for its passage it will recruit all who in the past have been dissatisfied with the compulsory law.

Close Vote Possible

It may be that the vote will be close and that the test of strength this year will merely be a forerunner of accomplishing the compulsory repeal next year, but there is no indication of it yet. In fact the eight to seven division of the committee which reported the bill does not lend much encouragement to its supporters. Much will depend on the view taken by the Democratic minority, which will probably confer with Gov. Ely and take a united stand. Gov. Ely suggested some reform in the compulsory insurance law in his inaugural, mentioning the possibility of a financial responsibility law. It was not interpreted, however, as an indication of his stand and there is no indication he will favor compulsory repeal.

The financial responsibility bill is now pending before the Senate ways and means committee which sat three days to hear arguments for and against. The committee is said to be divided in its opinion, but with a strong possibility that it will not report the proposed law. While a favorable report on the bill would lend tremendous impetus in the Senate, rejection would seem almost certain in the House.

Every now and then the report crops up that Mayor James M. Curley of Boston is certain to be a candidate for the Democratic nomination for governor in 1932, regardless of the desire of Gov. Ely for another term. Any Democratic leader will tell you it is all nonsense and cite two reasons. In the first place, Mayor Curley is too wise a politician to butt his head against a stone wall. The last primary was really a fight between Ely and Curley and the Westfield man won. Curley called him a foe of the Irish. Yet the party generally regarded as being predominantly Irish, resented the injection of the racial issue and took Gov. Ely, the New England Yankee in preference to Mayor Curley. It doesn't require a schoolboy to figure out that Curley knows he would not be any stronger, if as strong, against Ely in '32 after two years in office than he was in 1930.

The second reason is that even thought it be Governor Ely's wish to retire to private life, the party will demand that he place his inclination aside and run again. Of course he might resist such an appeal, but the men who do are few and far between.

Source Is Mystery

There is no tangible basis for the belief that Governor Ely will not seek the accustomed second term. He hasn't said so and where the report issued that he wouldn't is a mystery. The best clue to it perhaps is the statement that a friend of the governor told a man who is not so friendly that he didn't think Mr. Ely cared about being governor, now that he had attained the honor, and that it would certainly interfere with his law practice. And the man who is not so friendly told others both friendly and unfriendly until Lieut. Gov. William S. Youngman heard it and, in Worcester, predicted he would have Curley for an opponent in '32 instead of Ely.

Mr. Curley would like to be governor but the most you can say now is that he will keep in the limelight. If anything happens that Ely is not the candidate, however, Curley will seek the nomination. Governor Ely's

CONTINUED

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WORCESTER TELEGRAM

health was very good Friday night when he celebrated his 25th wedding anniversary and he didn't complain about being governor.

President Judson Hannigan of the Republican club of Massachusetts deserved commendation this week and the fact that he didn't get it before is entirely his own fault. When he announced a conference to determine the attitude of the Republican party toward prohibition, he gave the impression that the persons who attended would settle this important question for the G. O. P. It was obvious that no small group, no matter how many memberships in Republican clubs the members of it represented on paper, could decide such an issue for the majority of Republican voters in this state. This would be particularly so with few if any of the so-called leaders present.

If you don't know Judson Hannigan it is well to inform you that he is a likeable, capable and efficient club president and resourceful. His ability was proven Thursday when he had the conference decide to send out a questionnaire to determine predominant Republican sentiment. That is the sensible way to go about it and he is to be congratulated. And these remarks are made not because he expressed a wish to spank your correspondent for predicting the conference would be a flop.

Mr. Hannigan's action in getting a favorable vote for the questionnaire proposal saved it from being a flop. There were 17 club presidents and several leaders in attendance. If they had tried to dictate what policy the party should adopt then the conference certainly would have been a flop.

There are only a few things that Mr. Hannigan must do now to insure success of the poll, he must include as many Republicans as possible, regardless of club membership, and then so frame "the attitude" that regardless of what the Republican National convention does on the issue, the party in Massachusetts will not suffer the embarrassment of being out of step with it in the 1932 campaign. But perhaps national leaders will act in time to prevent such possibility by getting the question out of politics.

SPRINGFIELD REPUBLICAN 5/3/31

Fuller and Boston "El"

When Alvan T. Fuller was governor of Massachusetts he championed and actively demanded extension of public control of the Boston Elevated railway—the somewhat misleading name under which Boston's urban transportation system is known. At one time in 1928 he threatened to keep the Legislature in session all summer if it did not enact a public control bill in accordance with the recommendations of his annual message. On June 12, 1928, he sent a special message to the Legislature, restrained and courteous in tone, in which he urged passage of a public control bill in the remaining weeks of the session. During the past week, in a high-strung and flamboyant speech before the Saugus Women's club, Mr Fuller bitterly arraigned the extension of public control of the Boston Elevated as proposed in bills now pending.

Republican leaders—with some exceptions, including Messrs Shattuck and Wadsworth—have generally favored continuation of public control in preference to public ownership or a return of the property to its owners. No Republican leader has been more aggressively identified with the public control principle than this former governor. In his special message on June 12, 1928, Gov Fuller said that to talk further about a return to private ownership would be a waste of time and that to argue for public ownership would be futile. These observations were entirely correct. But at that time it was equally futile to argue for continued public control, and the Legislature feebly disposed of the question by creating a special commission to study the rapid transit needs of Boston and vicinity.

There is nothing essentially different in the situation at present except that the voters of Boston and vicinity have expressed a preference for the solution which Mr Fuller originally favored — extension of public control. The Democrats, now holding the governorship and possessing greater strength in the Legislature, are committed to public ownership. Within a short time Mayor Curley of Boston has declared for public ownership, and it has been intimated that if pending legislation fails he may himself be a candidate for the Democratic governorship nomination next year, presumably adopting public ownership as one of the planks in his platform. Gov Ely, on the other hand, though supporting public ownership in principle, has indicated acquiescence in the pending public control bill as carrying into effect the popular verdict in the referendum.

It is necessarily assumed that Mr Fuller and Mr Curley, each with an eye on the governorship, are seeking to embarrass Gov Ely. "Ely in 'tight place now on Elevated bill" was the headline carried in a conspicuous place on the Boston Transcript's front page Friday night. But the measure favored for passage was not Gov Ely's creation and his attitude toward it has been one of reasonable compromise with a Republican legislative majority in an effort to solve a troublesome problem which year after year has been ingloriously passed on from one Legislature to the next.

Mr Fuller condemns indiscriminately both Boston Elevated stockholders and labor organizations. But the stockholders have shown a reasonable disposition to compromise by accepting a lower return on their investment, as properly demanded in view of the lessened intrinsic value of that investment, and the attitude of labor is precisely the same in 1931 as in 1928, when Gov Fuller himself stood squarely behind an extension of public control.

The only inference that can be drawn from Gov Fuller's remarks is that he desires to keep the question in politics for his own advantage. And that apparently is also the position of Mayor Curley. In the circumstances the logical course for Republicans is to support the policy which in the main they have always approved.

When a politician fails to deliver an important part of his printed speech and then confesses that he didn't notice the omission, one wonders if he wrote it.—Boston Herald.

A mystery story! Identify the man.

WORCESTER TELEGRAM 6/3/31

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Personalities Submerged

Citizens, Reversing Usual Custom of Voters, Overlook Candidates and Discuss Prohibition, Employment and Pay-as-You-Go Policy

By BEACON HILL

BOSTON, May 2.—No one has ever yet been able to find out for sure, in advance of an election, just what the party voters think. An attempt to find out here in Massachusetts is now about to be made, but we are not too confident of the results. After a conference of the heads of 17 Republican clubs, held here in town this week, a questionnaire is to be scattered about, asking for light on the question of prohibition.

This is a laudable undertaking; but let's see what warrant we have for supposing that it will settle anything—that it will inform us what the majority of the Republican voters of this state want. The 17 assembled club presidents represented a total membership of about 20,000 Republicans. It is sought to determine the attitude of these members on prohibition. Twenty thousand. In 1928, the last presidential year, the Republican vote for the state ticket in this state, that is the number of votes received by Frank G. Allen, was 769,372.

How accurately can we judge the sentiment among 700,000 or more voters from the recorded opinions of 20,000 or less?

The trouble that party organizations and club leaders always have in such a situation as this, is that there is no practicable way to get at the minds of what we usually call the "rank and file" of the voters. The vote of John Smith, to whom politics is not very important and who gives it little or no thought except when he votes on election day, is just as big an individual vote as is that of Bill Jones who is a member of his ward or town committee and who has the idea that politics is a very important matter.

Men (and now women) active in politics, either seeking office, offering services, or just playing the game for the love of it, are likely to get a distorted picture of the public mind. They see things out of proportion. To these politically active persons, politics is the big thing. They are a minority of the people. Most men and women care very little about these things—perhaps too little for the state's good and the country's good. Be that as it may, it is this unfathomable mass of people who determine the results of elections, and if they are politically minded only one day every two years—election day—they are just as effective in determining results as the milling mass of people who live and breathe politics year in and year out.

We're Not Politically Minded

Ours is not a politically-minded people. Most men are more interested in golf and bridge and business and fishing and baseball and movies and music and books and gardening and pie than they are in the government of the city, state and nation. Eager political reformers have often become quite eloquent in bewailing this state of things, and have expounded the thought that when all the people are all the time keenly interested in government and the methods of getting legislation and administration, then will democracy flower like the garden and the warmth of virtue will spread over the land, we shall have no more graft, taxes will be lower, everyone will be happier, and the millennium will be close at hand so far as this country is concerned. That seems to be the idea.

We have always doubted that. If it is true, as has been asserted, that that people is best governed which is least governed, it ought equally to be true that that people is most virtuous which does not spend its time in thinking up knick-knacks and gewgaws for political circuses and governmental establishments.

Anyway, the Republican Club of Massachusetts is pursuing a laudable purpose in seeking light on prohibition. Without questioning the sincerity of this questionnaire project, and not doubting the good faith of its sponsors, we may be permitted the human weakness of guessing that they rather confidently expect that the result will be (to them) gratifyingly wet; but what if it should not be?

How much authority is this wet-and-day questionnaire going to have with the party? Will the framework of the 1932 Massachusetts Republican platform be erected on the foundation thus provided? Will the selection of a candidate for governor rest on the information vouchsafed by these 20,000, more or less, Republican club members who respond to the questions submitted to them?

We have seen political contests where there was a paucity of issues. Often the personality of the candidate was a matter of far more moment than any issues offered for the voters' consideration. It has ever been found that the voters will make firm black marks with those queer pencils that no one ever sees anywhere except in voting booths, against the names of men standing ready to devote themselves to the public service by holding office; but it has less often been demonstrated that these same voters will bear down with the crayon on referendum questions placed before them. To be sure, these questions usually are ingeniously worded by men who must sit up nights pondering ways to conceal information in a multiplicity of words.

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WORCESTER TELEGRAM 6/8/31

Personalities and Issues

We live in a personal world. Few people know anything about the Einstein theory; almost everyone knows something about Einstein, since he visited this country. Few people 10 years out of school can tell you very much about the details of George Washington's service to the nation which delights to call him father; but his name is familiar. So it is that in politics, men count more than issues—that is, at the polls. Issues are something to put in platforms. Platforms, as the railroad man said, are something to get in on, but nothing to stand on.

Just now here in Massachusetts we have a curiously different picture. The milling minds of the voters are by no means sure whom they will have a chance to vote for, nor whom they want to vote for, in 1932. They are more interested in issues.

We see potential candidates raking over the old issues and watering the budding sprouts of the new ones, as rarely before. The voters are thinking of the governor less as Mr. Ely than as the proponent of the borrowing policy to finance public works and the relief of unemployment; and this through no lack of personality in the governor, for not in many years has the state had a governor so magnetic in his personality.

Mr. Fuller leaps back onto the front pages, not so much as Mr. Fuller as by virtue of his feverish denunciation of the borrowing policy and his reverence for the pay-as-you-go plan; and certainly Mr. Fuller is not deficient in personal incisiveness.

Mr. Youngman stands forth less as Mr. Youngman than as an eager champion of the sacrosanct primary. Gaspar Bacon, always a forceful personality, stirs in the public mind more thoughts of relief from prohibition than of his own self. Mr. Curley, as vivid a personality as Massachusetts politics has seen in a generation, now looms as a sudden exponent of the delights of public ownership of the Boston Elevated railway.

Thus, if the Republican club could really get some significant information on the Republican voters' thoughts on prohibition, it would be highly important—to Democrats as well as to Republicans. But we are not hopeful.

Possible 1932 Candidates

As for the 1932 candidates, who are they? We have taken notes of the persistent rumor that the governor will not be a candidate for renomination. Who started the rumor? Who keeps it alive? Three considerations may dictate his renomination: One, because he may want it. If so, he has a solid claim and will get it. Opposition to him in the Democratic primary, if he indicated his determination to run, would be party suicide. It would not be seriously attempted.

The second consideration, operative if it were in the governor's mind not to stand again, would be a too-persistent repetition, without authority, that he was "out of the race." He is not the kind of man who can be elbowed out. Prodded to step aside, he surely would resist, and win a renomination.

The third consideration might be a development of the situation in which it should appear, to him and to others of his party, that the salvation of party success depended on his willingness to stand again as the candidate. In other words, an appeal might be made to his party loyalty and devotion.

Is the situation simplified by Mayor Curley's statement that he is not a candidate for governor? Certainly not; and this without casting any reflections on the sincerity of his words of abnegation. No man knows so far ahead whether he is a candidate or not. Some candidates make circumstances; more often, circumstances make candidates. Mayor Curley is not specifically and by assertion a candidate now. How could he be? Yet he is always a potential candidate for higher office. That fact is beyond his control.

There are rumors that John Francis Fitzgerald also has one eye slightly turned towards 1932, not with any determination to begin campaigning for the governorship nomination, but with a thought that if there is going to be a lot of political lightning running loose next year, he might as well have one or two lightning rods ready.

Mr. Fuller's Position

As for Mr. Fuller, the idea persists that he will seek the Republican nomination. There is nothing thus far to prove anything of the kind. There are some things to indicate the contrary. One occurred this week. Up to Thursday night he was in a politically strategic position, as the outstanding exponent of the pay-as-you-go policy—rigid state economy. Without discussing the merits or defects of that position, it must have been apparent that his position constituted a personal threat of candidacy.

Thursday night he let forth some thoughts on the pending Boston Elevated bill. That bill and Mr. Fuller's views on it we shall not discuss. This observation, a purely political one, is permissible and pertinent, however: There is little or no political nourishment for any candidate in this issue. The problem of the Elevated has perplexed successive Legislatures and successive governors over some years. More legislators are honestly puzzled as to where they stand on this matter than on any other issue that comes to vex them.

That simple historic fact ought to make it clear to any man seeking public office that the Elevated is an issue more likely to be a political embarrassment than a vantage-point—and this irrespective of any possible position he may choose.

Counsel from Mr. Treadway

Meantime, we have word and counsel from a veteran in Massachusetts state politics, Congressman Allen T. Treadway of Stockbridge. He says there ought to be a shake-up in the Republican party in this state. We have heard this before. Maybe it is true; but who'll do the shaking, and what shall we have when the dust settles? Says Mr. Treadway:

"There are plenty of young men in our state who would gladly assume some of the burdens if given encouragement."

Who are they? How are they to be encouraged? One is easily reminded of the case of the church which was seeking funds to put up a new ceiling in the meeting house. A meeting had been called for the purpose. One member present, noted for his closeness in money matters, seeing many eyes turned towards him rather grudgingly offered to give $25. Just at that moment a great chunk of plaster fell and struck him on the head. He wiped away the dirt, and said "I'll give $50."

CONTINUED

MEDFORD MERCURY 5/11/31

DELEGATIONS OF STATE AND BOSTON CITY OFFICIALS AT FUNERAL OF MRS. DONOVAN

Over 200 Floral Tributes Attest Esteem in Which Mrs. Elizabeth T. Donovan of Harvard Street Was Held By Her Many Friends And Her Family's Associates —Solemn High Mass of Requiem In St. Clement's Church—Out of City Clergy Sit Within Santuary Rail

Funeral services for Mrs. Elizabeth T. Donovan of 128 Harvard street, South Medford, mother of Councilor Timothy F. Donovan of East Boston and formerly a resident of that district for 40 years, took place at St. Clement's church, Warner street, South Medford yesterday. A solemn high requiem mass was celebrated at nine o'clock by Rev. Fr. Thomas F. McCarthy, pastor of St. Clement's. Rev. Fr. John F. Duston, S. J., was deacon and Rev. Fr. John Twiss of St. Clement's church was sub deacon of the mass. Rev. Fr. Stephen G. Murray of the Church of Assumption, East Boston, and Rev. Fr. James P. Donovan of St. Brendan's church, Dorchester, a cousin of Mrs. Donovan, were seated in the sanctuary during the mass. The Gregorian requiem was sung by the choir. John Olsen of East Boston, tenor soloist, sang the hymn "Pie Jesu" and "Ave Maria". The "De Profundis" was played as the body was borne from the church.

The funeral was attended by the members of the Boston City Council, headed by President Joseph A. McGrath, Mayor Edward H. Larkin of Medford, Frank Benson, secretary for and representing Mayor James M. Curley of Boston, delegations of the Medford Board of Aldermen, Arthur W. Sullivan, Registrar of Probate of Suffolk County, and a large delegation of present and former members of the State Legislature from East Boston, headed by Representative William Hearn, the Department of Public Works of Boston, delegations of police officers from Stations 2, Milk street, Boston, Station East Dedham street, South End and Station 14 of Brighton with which two sons of Mrs. Donovan, Patrolmen Owen A. and Walter J. Donovan, are connected as police officers, the Medford Police Department of which a son-in-law, Patrolman Philip Hyde is a member, Iona and Quincy Clubs of East Boston, Lawrence Flaherty post, A. L., East Boston, headed by Commander William Flanagan; Fitton council, Knights of Columbus, East Boston, headed by Grand Knight William Dowling, besides delegations of business associates of members of the family of Mrs. Donovan.

The pall bearers were six nephews of Mrs. Donovan, Joseph Sweeney, Owen Aplin and Morris O'Hara of Peabody, Owen and William Ahern and Edward Shaw of East Boston.

The floral tributes from public officials, including Mayor Curley and the Boston City Council, organizations and various business, civic an dsocial groups, with which Mrs. Donovan's family has been identified, numbered over 200 pieces and required three open autos to transport them. The interment took place at Holy Cross cemetery, Maplewood. The commital prayers at the grave were recited by Rev. Fr. Patrick H. Walsh, pastor of St. Joseph's parish, Maplewood.

WELLESLEY TOWNSMAN 5/11/31

Speaking of Mayor Curley, Otto would just like to take this opportunity of saying that it is just too bad that his Lordship should have been subjected to such an insult as was handed him when he found a tag on his car several days ago. What a terrible breach of etiquette on the part of the policeman! To think that the great James Curley should not be permitted to park his car wherever and whenever he sees fit without a thought about traffic regulations. Otto noticed in one of the Boston papers that the machine was parked while the Mayor went into a barber shop. It must be dandy to be able to get haircuts and shaves during working hours. No doubt his honor took the stand that inasmuch as the hair grew on the city's time he was going to have it cut on the city's time. The refusal of the Mayor to allow the Stanford-Dartmouth game in the Harvard Stadium on the same day as the Holy Cross-Boston College game certainly did not win many friends to his cause. Of all the small-town actions this certainly takes the biscuits. There probably isn't a city in the United States that would not have been glad to play host to such a representative group of American men and women as will be brought together by this inter-sectional game. If Mayor Curley thinks that his actions during the past few weeks are going to help him any in his aspirations for the Governor's chair then Otto is sorry for the Mayor.

LOWELL COURIER-CITIZEN 5/2/31

One may take with a grain of salt the newspaper story that Mayor Curley will be a candidate for the Democratic gubernatorial nomination next year, even if Governor Ely seeks another term. It is just possible that Boston's mayor has encouraged the publication of such a story at this time in order that he may get an idea of the sentiment of his party—in other words that he is putting out feeler. If he really intends to run, this is a symptom of great confidence on his part and doubtless that of Democrats generally that next year will be a Democratic year. If there were not this confidence, Mr. Curley would presumably feel that he could well afford to allow the governor to have the customary renomination and take his own chances in 1934, when he could probably get the nomination without serious opposition. As the case has been presented in the news reports, Mr. Curley bases his hopes of election partly on the supposedly poor vote-getting qualities of Mr. Youngman, but former-Governor Fuller is indulging in political activities these days that lead to the suspicion that he may intend entering the lists next year. Against Mr. Fuller, the Curley candidacy might not go so smoothly.

BEVERLY TIMES 5/1/31

Curley Not Out for Governorship

Mayor James M. Curley of Boston today ridiculed reports that he is carrying on a quiet campaign for the governorship. "I'm not interested in the governorship," he declared. "I am more interested in my present job and am trying to do it the best I know how."

DEDHAM TRANSCRIPT 5/1/31

PLANT TREE IN HONOR OF MRS. EDWARDS

The Boston Chapter of the American War Mothers planted a linden tree on Boston Common, near the Joy st entrance, on Saturday morning, April 25, in honor of the memory of Mrs. Clarence R. Edwards, widow of the late general.

Appropriate exercises were conducted, in which Mrs. Madeline Dolano of the Bessie Edwards Post 261 of the American Legion sang the Marseillaise. Minnie E. Gleason of the same Post paid a tribute to the late Mrs. Edwards. Mrs. Grafton Potter and Mrs. Thomas Quinn of Cambridge sang solos.

Mayor Curley and Miss Mary Curley appeared at the close of the meeting, and the Mayor spoke feelingly of the late General Edwards and his wife.

HAVERHILL GAZETTE 5/1/31

Just Another Motorist

Mayor Curley, of Boston, when he gets into his automobile is, as he should be, just another motorist.

Early this month Curley found traffic conditions in Province street unsatisfactory and inspired a campaign to correct them—and among the objectionable conditions was abuse of parking privileges. The other day Curley needed a shave and ordered his chauffeur to park in Province street while he visited a barber. The chauffeur did, parking on the ouside of a double line of cars. As a result of Curley's movement to correct conditions in this street, his car was tagged for illegal parking.

This seems to us wholly proper. Curley, however, registered indignation, sent the tag to the assistant police commissioner whom he accused of ordering the tagging to give vent to spleen caused by Curley's request of his resignation from the zoning board. The tag was sent back, as it should have been, and turned in at a police station in the usual course of tags that are attached to automobiles.

Despite the patent injustice of any claim that a mayor should be exempt from the regulations to which other motorists are subject, Curley has a basis for objection. When Police Commissioner Hultman took office he issued orders that the mayor's car was to be extended courtesies at all times; meaning, presumably, that the police were not to see executive disregard of parking and traffic regulations. In the light of this order it is hard to see why the promised courtesy should be denied.

The evidence is that the tagging officer did not recognize the car because it was not a car that bore the city seal and could be immediately identified as the mayor's only by the number plates. The officer, therefore, apparently was acting in good faith.

This is the way he should act in all instances. Hultman never should have ordered any special courtesies to the mayor and the mayor never should have accepted them.

That citizen of a municipality who should give strictest and most consistent heed to the city's laws is the most conspicuous citizen, the city's chief servant, its mayor.

PITTSFIELD EAGLE 5/1/31

CURLEY WOULD BE GOVERNOR

Believes Youngman Will Be Easier to Defeat Than Other Republicans

BOSTON, May 1—Mayor Curley is a candidate for the democratic nomination for governor in 1932, according to the Boston Herald, and his campaign, although yet well within the limits of his preliminary phase, has already been quietly launched.

A decision of Gov. Ely to seek renomination will not force his withdrawal in the opinion of his backers.

A report that Gov. Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indication of a decision, already reached, that the governor will not be an active participant in next year's gubernatorial campaign. Most democratic leaders, however, believe the governor will run again.

Thus far the mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the democratic nomination, says the Herald, but an accumulation of references to the governor's office, all pointing to the satisfaction of the mayor that he cannot be elected in 1932, have created the belief unofficially confirmed yesterday, that he has decided to make another attempt to round out his political career by serving as the governor of the commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for governor," said one of his intimate political friends when he agreed to answer a direct question after exacting a promise that he would not be named.

"The mayor believes that Lieut.-Gov. Youngman will be the republican nominee and he also believes that he can defeat him more easily than he can two or three other republicans who have been mentioned as candidates against Youngman."

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov. Ely at recent public gatherings is regarded as a shrewd move by the mayor intended to show that he is cooperating with Ely, not hampering him.

ROSLINDALE TRANSCRIPT 5/1/31.

Centre St. Runs Kerplunk Right In Another Snag

Centre street widening, it appears, has struck another snag. Just when everybody over, on or in the earth seemed to be supremely satisfied with the way things were going, and Mayor Curley had sent out a hurry call for a steam shovel or two, presto, up bobs somebody with a grievance.

Enter the protest, the objector, alias the villain. The process of widening for the nonce is again in status quo.

During the roseate days of publicity and promotion, when Centre street widening was on the tapis, likewise the tongues of ten or more thousand people round here, not one of us had a thing to say one way or the other. Had somebody or other come forward with a plea for a two hundred foot street, it is altogether likely that the thing would have gone through with a rush. That is, so far as plans and specifications go. But let the road builders get into the picture and, presto again, here is the time to object.

Along back in 1930, or was it 1920, when Centre street widening was laid out on the lines of a 100 foot wide street, after prolonged hearings, when nobody wanted to be heard, and the time came for grabbing a pick and a shovel, presto, once more, a howl went up that put road builders entirely out of the picture and sent plan makers searching for new and elusive lines which the objectors could not find. Then the one hundred foot width was cut down to eighty.

When it came time to legislate for new funds, some more objectors sprung into action, and Centre street became quite a bone of contention. When things finally got smoothed over, levelled up, ironed out and juggled around to the satisfaction of everybody, it developed that we were to have a Centre street eighty feet wide from the Arborway to Weld street, and seventy feet wide from Weld to South streets. On these lines the street department got busy, and plans and specifications began to materialize. Property damages on ninety-three parcels of land involved were assessed at $103,121, and everything was about ready for the bidders. And then, presto, once more. Somebody throws a monkey wrench into the works with more objections. Centre street widening goes fluey.

And why? Why? The widening is too doggone wide. It ought to be seventy feet.

And how? How? When the widening was cut down from one hundred to eighty feet, all potential damage to homes and most of the damage to trees was eliminated. But now it is discovered that an eighty foot highway is going to be dangerous. There are no cross streets at all along the section in dispute, but still it is going to be dangerous for somebody or something to build that road eighty feet wide. Maybe the chipmunks can't get across in time to avoid the traffic.

So, Mayor Curley is back on the Centre street job and lending his good offices to smoothing out the new kinks. Meanwhile a lot of public utility work has to be done, and unless all objectors can be rounded up and deported or something, Centre Street widening will likely become a 1932 eventuality.

Mayor Curley approved a vote of the Street Commissioners for the widening to 70 feet. Of the 93 persons who will collect damages on this basis, the largest is $11,500 to Frank M. Aldrich for 2612 sq. ft. of land. William E. Winchester, $10,500 for 1686 feet and $11,200 for 1547 feet; Nellie B. O'Neil, $5900 for 1160 feet; Ayoub Maloof, $4800 for 712 feet and $4500 for 705 feet; Angelo Paledeno, $4600 for 694 feet, and James A. Dickerson, $2000 for 503 feet.

LEOMINSTER ENTERPRISE 5/11/31

CURLEY OUT FOR GOVERNOR

Mayor of Boston Quietly Begins Campaign for Governor.

BOSTON, May 1.—Mayor James M. Curley has quietly launched his campaign for governor of Massachusetts on the Democratic ticket. The campaign, the mayor has let it be known, is under way, though no definite public statement has been issued, nor have actual campaign activities assumed very great proportions.

A decision of Gov. Ely to seek renomination will not force his withdrawal in the opinion of his backers.

A report that Gov. Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indicative of a decision, already reached, that the Governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the Governor will run again.

Thus far the mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination but an accumulation of references to the Governor's office, all pointing to the satisfaction of the mayor that he can be elected in 1932, have created the belief, unofficially confirmed yesterday, that he has decided to make another attempt to round out his political career by serving as the Governor of the commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for Governor," said one of his intimate political friends yesterday when he agreed to answer a direct question of The Herald reporter, after exacting a promise that he would not be named.

"The mayor believes that Lt.-Gov. Youngman will be the Republican nominee and he also believes that he can defeat him more easily than he can two or three other Republicans who have been mentioned as candidates against Youngman."

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov. Ely at recent public gatherings is regarded as a shrewd move by the mayor intended to show that he is co-operating with Ely, not hampering him.

The Curley groups in the Boston democracy believe the mayor will run whether Gov. Ely is a candidate for renomination or retires.

5/1/31
NORTH ADAMS TRANSCRIPT

SAY CURLEY WILL RUN FOR GOVERNOR

Campaign Reported Already Quietly Launched

MAYOR VAGUE

Decision of Governor Ely to Run Again Would Not Force His Withdrawal.

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LEWISTON SUN 5/2/31

COMMUNISTS QUIET ON BOSTON COMMON

300 Police on Guard, but No Disorders Occur—Fish Denounces Them

Mayor Curley Says "Hot Air and Red Flags" No Solution to Economic Problems

Boston, May 1—(AP)—Historic Boston Common today resounded with May Day speeches by speakers who held widely divergent views on the subject of Communism. Three hundred policemen patrolled the Common in anticipation of outbreaks of disorder which failed to materialize.

Almost within earshot of each other, speakers at a Communist meeting condemned capitalism and lauded Soviet Russia while others at a gathering under the auspices of the Ladies' Auxiliary of the Veterans of Foreign Wars, denounced Communism and the "waving of red flags."

Police removed a sign bearing Communist slogans from the platform on which exponents of Communism spoke. Placards which Communist supporters held aloft were also brought down when the officers threatened to make arrests.

Congressman Hamilton Fish of New York, Mayor James M. Curley and Brig. General Alston Hamilton, representing Secretary of War Hurley, were the principal speakers at the Veterans' meeting which was preceded by patriotic pageants.

The chief orators on the Communists program were Richard B. Moore, New York Negro and a National Director of the International Labor Defense, and Harry Cantor, also a representative of the lattfer organization.

Fish, who was described by Cantor as the "most vicious enemy of the working class," told the veterans assembly that Americans "resent any alien interference with our domestic institutions and will not tolerate the spread of revolutionary Communism in the U. S. inspired and directed from Moscow and aimed at the heart of our Government and the safety and happiness of our people."

Admitting that the nation was confronted with an economic problem, Mayor Curley said it could not be solved by the release of "hot air and the waving of red flags."

Moore outlined the advance of Communism in Soviet Russia and said that "in spite of the Hoovers, the Fishes and the Doaks, we will follow in the footsteps of the Russian workers and bring America back to the workers." He denounced war and capitalism and demanded a seven hour work day, a five day work week, unemployment insurance and appropriations for relief of the workers instead of for war gasses.

5/4/31
WATERBURY REPUBLICAN

Mayor Curley Wisely Reconsiders

A distasteful situation with reference to the conditions of a scheduled football game between the teams of Dartmouth college and Leland Stanford university is going to be avoided, after all, Mayor James M. Curley has given sagacious reconsideration to his original refusal to permit the playing of it in Boston.

It was unfortunate that he should have found himself prompted to withhold his approval in the first instance. His original decision tended to arouse unsportsmanlike sentiments among the students and graduates of Dartmouth, Boston and Holy Cross colleges. It tended to place inordinate emphasis upon the commercial phase of contemporary intercollegiate football. Mr. Curley's frankly avowed attitude was, originally, that the more widely touted "football" colleges had too long been allowed to skim off the lion's share of the profits assured by the general public's interest in football. It was high time, he said, that the less uproariously advertised "little" colleges of Boston and Holy Cross should have a chance to gather in some of this money; the more so since both of these institutions commanded a special popular interest in the Boston area.

In fairness, Mayor Curley should have recognized at the outset, as he has since been persuaded to do, that games between Holy Cross and Boston College and between Dartmouth and Leland Stanford, played in the same city and on the same date, would never, except in a trifling degree, rival each other in competition for popular patronage. Each game will attract its own particular thousands. Comparatively few people who are interested in the one would be likely to attend the other, if the two games were played on separate dates. And if it is the commercial stake which chiefly enlists Mayor Curley's interest he may now enjoy the knowledge that, with two games of major interest going on simultaneously, the city of Boston will be permitted to entertain 80,000 to 100,000 visitors instead of 20,000 to 30,000.

5/5/31
SPRINGFIELD REPUBLICAN

THE CURLEY MYSTERY

[Worcester Telegam.]

Unless the governor does intend to step down and the mayor has been apprised of the fact, the circumstances, as revealed at the moment, furnish justification for refusing to take the Curley candidacy seriously. And one of the circumstances—the mayor's belief, as expressed by those who claim to speak for him, that William S. Youngman as the Republican nominee would be an easy antagonist to defeat—gives reason for the surmise that the reported Curley foray is designed not so much to hurt the Democratic Mr Ely as to help the opponents of the Republican Mr Youngman in his party primary.

PROVIDENCE JOURNAL 5/2/31

REDS CRY AGAINST CAPITALISM AT HUB

Voice Theories to Heart's Content on Common; Foes Also Speak on Historic Ground.

HAMILTON FISH IS ON HAND

Warns of Soviet Threat to U. S. While Radicals Berate Him from Another Rostrum

Boston, May 1.—(AP)—Historic Boston Common today resounded with May Day speeches by speakers who held widely divergent views on the subject of Communism. Three hundred policemen patrolled the Common in anticipation of outbreaks of disorder which failed to materialize.

Almost within earshot of each other, speakers at a Communist meeting condemned capitalism and lauded Soviet Russia while others at a gathering under the auspices of the Ladies' Auxiliary of the Veterans of Foreign Wars denounced Communism and the "waving of Red flags."

Police removed a sign bearing Communist slogans from the platform on which exponents of Communism spoke. The Communists made brief verbal protests but finally capitulated to the orders of a police lieutenant even to the extent of loaning a patrolman a hammer for use in taking it down. Placards which Communist supporters held aloft also were brought down when the officers threatened to make arrests. The police did not become active again until the Communists had concluded their meeting and then only to disperse the crowd which remained in the Common mall.

Congressman Hamilton Fish of New York, Mayor James M. Curley and Brig. Gen. Alston Hamilton, representing Secretary of War Hurley, were the principal speakers at the Vets' meeting which was preceded by patriotic pageants. The massed colors of the auxiliaries were held aloft before the Parkman bandstand where the meeting was held. The chief orators on the Communists program were Richard B. Moore, New York Negro and a national director of the International Labor Defence, and Harry Cantor, also a representative of the latter organization.

Fish, who was described by Cantor as the "most vicious enemy of the working class," told the vets' assembly that Americans "resent any alien interference with our domestic institutions and will not tolerate the spread of revolutionary Communism in the United States inspired and directed from Moscow and aimed at the heart of our Government and the safety and happiness of our people."

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Cantor charged that the "bosses" were trying to steal May Day from the workers by promoting counter demonstrations. He said that to this end President Hoover had designated the day as Child Health Day and Mayor Curley had "found out that May Day was the anniversary of the founding of city government here" as the excuse for conducting affairs under city auspices.

5/1/31
SPRINGFIELD NEWS

CALLS ALVAN FULLER TOOTER WHO IS VERY MUCH OUT OF ORDER

To the Editor of The Daily News:—

He is merely "Alvan Toot Fuller" and yet tooting. Every principle of special public works employment to relieve a crisis of unemployment while treasury and banks are loaded full with gold and money credits as never before in history, Fuller toots against. Against Hoover and Congress to that effect and action, against Mussolini's wise pronouncement to that effect, against Gov Ely's pronouncement and our Legislature's action to that effect, to relatively stimulate general business and make taxation more readily borne—against all this stands tooter Fuller like some vocal "Colossus of Roads," his sales royalties from Packard cars using 'em, from sales by advertisements of splendor high-colored in various magazines, evidencing how keenly he feels for the mass of taxpayers employed and unemployed! What about collecting off the tax-dodging rich, in paying the public way? What about that, Alvan?

As front-paged in Friday's May Day Boston Herald, the political notes of his Fuller toot-fest appear to be that Mayor Curley being gubernatorially interjected since Fuller demolishes "lavish" Ely—then as Curley, nominee, would easily defeat Youngman for governor; therefore Fuller stride off his tooting-stand and lead the Republican gubernatorial slate again with Youngman yet second as "lieutenant." Now this is what greets us as "Fullerism via Boston Herald" on the news stands, front-page, when we emerge from our noon-time lunches after hearing New York's "Empire State Building" dedication radio'd—Alfred E. Smith, Franklin D. Roosevelt and Jimmy Walker keen with New York's spirit of enterprise in every fiber, tell of various civic works and "lavish" expenditure for "business to beget business." Did Alvan the Tooter ever consider that we wonder? He surely does when he toots for buying high-cost automobiles "as best economy in the long run." So far better are public works at opportune times to promote all manner of good works.

This much for now.

WESTERN MASSACHUSETTS.

Springfield, May 1.

SPRINGFIELD UNION 5/4/31

GOVERNOR'S PAY INCREASE

Mayor Curley's Persistence in Project Criticized by Mr. Stanley.

To the Editor of The Union.

Sir: Mayor Curley is certainly persistent. His purpose to increase the salaries of the Governor and Lieutenant-Governor now has a sop to appease the resentment of Gov. Ely by making the act effective Jan. 5, 1933.

This is not an opportune time to increase salaries, when the entire State is in the throes of depression. If the conditions in 1933 warrant such increase that would be the time to introduce the measure. In the mean time taxpayers throughout the State should note how their representatives vote on this question and attend to their cases at the next election. It is up to the voters to elect men who will safeguard their interests. Pre-election promises disregarded should be remembered at the next election, if we would improve the quality of our elective officers.

Is there any dearth of candidates for the officers of Governor and Lieutenant-Governor at the present salaries? If so, I have not observed it.

CHARLES STANLEY.

Holyoke, May 2, 1931.

5/4/31
LOWELL COURIER-CITIZEN

It is gathered from the press that Mayor Curley of Boston, who yet may be governor of Masachusetts, is one of those who do not think much of Europe and its ways. He conceivably might even be among those who believe that we once made a mistake to go in over there, trying to help mop up the mess. We evidently, if Mr. Curley is correctly informed, didn't do much good with all our crusading. He is quoted as telling the world on May Day: "The World War didn't determine much. They would be at it again in Europe today if they had the money and the courage." Such is further testimony, possibly expert, from the American Athens as to the essential badness of the several nations with which for a brief period we were associated in a World War.

DANVERS HERALD 4/30/31

There seems to be a great deal of comment in the papers over the fact that Boston police officers tagged Mayor Curley's car for violation of the parking regulations. It is difficult for the ordinary man to understand why the car should not have been tagged the same as any other, if it was parked illegally. Furthermore, many think that the Mayor should have been a good sport and taken what was coming to him gracefully. Police cars and fire department apparatus are supposed to be exempt from the parking regulations, which is as it should be; but when it comes to exempting the cars of city officials it is quite a horse of another color. The line must be drawn somewhere.

REVERE JOURNAL 5/2/31

The Yankee Division Post, A. L., was presented Monday evening the Mayor Casassa Cup by the Revere Post, before a large gathering in the clubhouse, Huntington ave., Boston. The cup was awarded the Yankee Division Post Bugle and Drum Corps, after a competition among nearly 40 Legion posts during the Legion parade in this city Patriot's Day.

Commander John DiPesa made the presentation to Commander Wilson. Revere Post, A. L., was presented a picture of General Clarence Edwards by the Yankee Division Post.

5/1/31

HUDSON NEWS-ENTERPRISE

Among recent gifts to the U. S. Veterans' hospital at Bedford, are two white swans; the gift of Mayor James M. Curley, of Boston. The swans came from the John Benson animal farm in Nashua, N. H., and are to be placed in the pond on the hospital grounds.

5/1/31

SOMERVILLE JOURNAL

NEAR EAST CLOTHING DRIVE.

Albert A. Scott, Near East regional director for New England, has received the assurance of Mayor Curley that the schools and city departments will cooperate in the drive for used clothing which is now being organized. Pupils in both the Catholic and public schools will distribute tags and the fire and police stations will be used as depositories for clothing on Near East Bundle day, May 18.

A statement concerning the kind of clothing desired has been issued from the campaign offices, 632 Little Building, as follows:—

"Warm, practical clothing is what is needed—coats and overcoats, cotton and woolen dresses, stockings, underwear and sweaters. Evening gowns and satin slippers are of no use to orphan boys and girls, nor to the destitute people living in the refugee camps of Athens, Salonica, Aleppo, and Beirut.

"Now is the time to give away your winter things. It is much better to give that nice woolen sweater and that warm winter coat to the destitute in Bible lands than to the moths. Even those coats and dresses which have lain all winter in the cedar chest because they are out of style will be gratefully accepted. You'll be doing yourself a favor in getting rid of your old clothes, for, to paraphrase an old poem, 'The moths will get them, if you don't watch out.'"

5/2/31

WALTHAM NEWS-TRIBUNE

Foolish Curley.

Mayor James M. Curley imposed on nature when he declined to send an invitation to Lieutenant-Governor Youngman to the banquet to the Japanese Prince and Princess. Mr. Curley said he scratched the name because Mr. Youngman was no gentleman. Well, Youngman is a graduate of Harvard University, which stands reasonably high, in fact, is looked upon by millions as the best college in the country, the equal of any in Great Britain. He belongs to one of the best families in the state. He never beat his wife or failed to support her. He does not get drunk.

As a matter of fact, the Governor and Lieutenant Governor are always invited to such occasions. The fact that Mr. Youngman is a Republican constituted no reason why he should not have been asked to attend and as a matter of fact, that is the real reason. We have the greatest respect for the distinguished mayor, but like any other citizen, he must park his car where it will not be tagged. The Legislature has passed no laws giving him special privileges. Mr. Curley was foolish and when he wakes up he will realize it. He may not be alone in not liking Youngman, but Youngman holds next to the highest office in the state.

SPRING FIELD UNION 6/2/31

The Long Time Between Campaigns

It is all of six months since the close of the last gubernatorial campaign in Massachusetts, hence Boston Democrats naturally feel that it is high time to begin to get ready for another. They feel as strongly about the long time between political campaigns as the celebrated oldtime governors of North and South Carolina used to feel about the interval between drinks. Such periods of inaction cause a restlessness of mind and body which is not good for the soul. And Boston politicians are, of course, exceedingly thoughtful and considerate of their souls.

Take the friends of Mayor Curley and the Mayor himself, for example. The Mayor already has served more than one-quarter of the term for which he was elected, and, letting his thoughts stray over toward Beacon Hill, he observes that Governor Ely has finished the first four months of his two-year term. How swiftly time passes! Another gubernatorial election will be at hand a year from next November and surely it is not too soon to begin to plan for it. Eighteen months is a very short time—that is. the eighteen months between now and the next state election. On the other hand, two years in the governorship is a long time, as Mr. Curley and his supporters reckon it, for Mr. Ely.

The more they think of it, the more difficult Mr. Curley and his friends find it to conceive the possibility that Mr. Ely may or will want to bury himself in the governorship for another two years. So with commendable regard for Governor Ely's future comfort and happiness they accept with enthusiasm the report from some mysterious source that the Governor will be satisfied with a single term and at once busy themselves with the urgent task of picking his successor. No time must be lost, for the election is coming in November, 1932.

However and more or less happily, the Boston Democrats are fast workers and none are faster than the Curley supporters, who, looking about for a man to fill the breach in 1932, were immediately struck by the availability or, as one might put it, inevitability of their own honored chieftain, the redoubtable James M. himself, who, strangely enough, appears to have been struck by the same thought at the same time and place. This shows what intelligently directed teamwork will do.

Mr. Curley, through innate modesty or, perhaps, for some other good and sufficient reason, has not clearly and definitely announced himself as the logical and obvious 1932 Democratic gubernatorial choice, but in and around the Boston City Hall signs and portents have not been lacking of impending and important political developments. For one thing, City Hall circles appear to be impressed by the conviction that Lieutenant-Governor Youngman will be the Republican nominee in 1932 and that he will be easier for Curley to defeat than any one of several other Republicans who might and possibly may be named. Mr. Curley's friends, however, do not care to dwell upon the latter contingency. Just now they are indulging in joyous anticipation of a prospective triumph of Curley over Youngman and it is to be assumed that they would deeply resent any action by the Republican primary or even by Governor Ely which might interfere with or have a tendency to disarrange their plans.

WORCESTER TELEGRAM 6/2/31

Curley For Governor?

The report that Mayor Curley of Boston has begun active campaigning for the Democratic nomination for governor in 1932 gives prominence to the story, current for some time among politicians, that Governor Ely intends not to seek a second term. Incredible as is the story of the governor's intention to retire, even more incredible would be the action imputed to Mayor Curley, if the story has no basis in fact.

Why Governor Ely should decide thus early that he will not be a candidate next year is a mystery. So far he has been a good governor and there is no reason for thinking that as the months go by his performance will deteriorate. He has displayed notable tact in his dealings with the Republican Legislature. Though his emergency relief program has been cut and altered appreciably, it is by no means certain that his popularity has not been enhanced in the outcome. His program, conforming in essentials with that of President Hoover in the nation and of Mayor O'Hara in this city, had widespread support among the people of the commonwealth. Nevertheless, of course, Mr. Ely may have personal reasons which outweigh political considerations.

If, however, the story of the governor's plan to withdraw has no basis in fact, and if Mayor Curley has taken the field regardless of whether the governor may or may not choose to run again (as indeed one of his friends has declared), then the Boston burgomaster is guilty of colossal effrontery. With the mayor given credit for every good point which can on any ground be attributed to him, it remains inconceivable that Massachusetts Democrats, that Boston Democrats, even, should prefer him, an almost certain loser, to Mr. Ely, whose chances of winning must be rated—at this time anyway—as greater by far than those of any other Democrat.

Unless the governor does intend to step down and the mayor has been apprised of the fact, the circumstances, as revealed at the moment, furnish justification for refusing to take the Curley candidacy seriously. And one of the circumstances—the mayor's belief, as expressed by those who claim to speak for him, that William S. Youngman as the Republican nominee would be an easy antagonist to defeat—gives reason for the surmise that the reported Curley foray is designed not so much to hurt the Democratic Mr. Ely as to help the opponents of the Republican Mr. Youngman in his party primary.

SPRINGFIELD REPUBLICAN 5/2/31

May Day in Boston

It was a triumph. Two mass-meetings—one of Communists and the other of patriots—were held on the Common under permits issued by the authorities. Not a single tear bomb was thrown, not an arrest was made. At both meetings the orators delivered themselves of their messages with no sign of a riot, or the slightest disturbance of peace. For thousands of curious spectators, it was a dull first of May.

Perhaps credit for so mild and orderly a celebration is due to the three police patrol wagons loaded with tear bombs and machine guns, strategically held in reserve near the soldiers' monument. There was another emollient, however, working in behalf of sanity among all concerned. That was the fairness of the authorities in issuing a permit for the May-day meeting of the radicals. For some 50 years May day has been used by radical groups in various countries to air the grievances of social rebels against the established order, and there was no adequate reason for denying to the Boston group of Communists the privilege of staging the annual demonstration. It should be reassuring that while the Communist show on Charles-street mall had several thousand people looking on, the Red orators could draw applause from no more than 30 persons.

Mayor Curley had remembered that this May day was the 109th anniversary of the organization of Boston as a city. So he issued a proclamation calling public attention to the patriotic meeting at the bandstand to be held while the Communists gave their show half a mile away. With Congressman Hamilton Fish speaking at the bandstand and giving Communism blazes and old night, as a counter-stroke against those who cried, "Down with 'capitalism" on the mall, it was a perfect day.

The mayor's proclamation struck rather savagely at some very gentle-minded and idealistic citizens going about their business, with his thrusts at "the spurious virtues and 'illusory values of fictitious paci-'fism and insidious international-'ism." The Reds are anything but pacifists while the Roman Catholic church for many centuries has been internationalist on its own terms. But Mayor Curley's handling of the May-day crisis, on the whole, was a gem. To have unmuzzled speeches both for and against our institutions, without the swing even of a single nightstick, and then to have everyone go away satisfied that liberty was not dead—it was all worthy of the best traditions of Boston common.

5/2/31
SPRINGFIELD UNION

Above the Law?

From the Fall River Herald News.

James M. Curley is a rather important citizen as citizens are rated in this country of ours. James M. Curley is mayor of the city of Boston and that is no mean distinction. Mr. Curley may have grown so great that he is superior even to the laws; sort of a man apart as it were whose person or property should not be contaminated by a traffic violation tag or a summons to court.

Many letters have been written and much has been published since Mr. Curley's official car was tagged by someone working for Police Commissioner Hultman.

The fact appears established that there was a violation of the traffic laws. Policemen in Boston and elsewhere in Massachusetts are supposed to enforce the laws impartially. Even a man so great as Mr. Curley is not supposed to be exempt.

Mr. Curley deplores the lack of common sense in handling the case and well he may. He has set himself on a pedestal above the law and he doesn't belong there.

When Edmond P. Talbot was mayor of Fall River his car was tagged. He didn't like it, of course, but he went to court and paid his fine like a real citizen who seeks no special favors or immunities. Mr. Curley might have done likewise and stood a lot higher in the estimation of many people.

EAST BOSTON FREE PRESS 3/2/31

MAYOR CURLEY PLEADS

Chief Executive Appears Before Ways And Means Committee To Urge Passage Of Measure For Shore Reservation From Wood Island Through Fourth Section And Orient Heights To Winthrop Line—Hearn Wins Through Airport Bill

Strandway

Mayor Curley appeared Tuesday before the Ways and Means Committee of the Massachusetts House of Representatives to urge favorable action on a bill providing for the construction by the State Department of Public Works of a strandway along the East Boston waterfront at a cost not to exceed $1,000,000.

The strandway would be laid out beginning at a point in the World War Memorial Park, or near the terminus of Neptune road, over public and private land easterly of the Boston, Revere Beach & Lynn Railroad and along or adjacent to Bayswater St. to a point in Saratoga St. westerly of the bridge over Belle Isle inlet.

It was pointed out by the Mayor that such a project would be a good investment in several ways, including an aid to unemployment and a health and recreational benefit.

"We read rosy reports of improvements in business conditions," the Mayor said, "but the demand on our Public Welfare Department does not bear out the public utterances of these benefactors."

The Mayor said that many men have been laid off by a Boston public service corporation, and ventured the opinion that there are as many unemployed in Greater Boston today as there were six months or a year ago.

"We believe this measure could be regarded in the light of an unemployment relief measure as it would provide an opportunity for the employment of people in substitution of the dole," said Mr. Curley.

Half the cost would come from the State highway fund under the terms of the bill, and the remaining 50 per cent of the $1,000,000 would be borne by the city of Boston.

It was pointed out by committee members to Mayor Curley that all the highway fund had been appropriated, and the general appropriation bill had been signed.

To this the Mayor replied that if the committee is prepared to authorize the city to borrow $1,000,000 outside the debt limit, "we feel it is a good investment and are prepared to do it."

The Mayor called attention to the increased valuation whcih followed various projects, including the South Boston Strandway, Dorchester rapid transit and a number of street widenings. The Mayor said that he felt that the work in East Boston could be done within the $1,000,000 amount, and stated that prevailing costs would permit it to be performed at 25 per cent less than in January, 1930.

MAYOR JAMES M. CURLEY

Representatives Hearn, Barker, and Sullivan of East Boston were recorded in favor of the proposed improvement.

AIRPORT

Mayor Curley will get his authority to borrow $1,250,000 outside the debt limit of the city for improvement of the East Boston Airport, including the connection with Governor's Island.

Previously Cut

Although the committee on municipal finance cut his proposition to $250,000 when it turned down several other proposals of the Mayor to borrow for improvements, the Senate Monday suspended all of its rules, on motion of Senator Ulin of Dorchester, and passed the bill for the larger amount through all its readings at the same session. Last week the House substituted the $1,250,000 bill for the measure reported by the municipal finance committee.

Efforts were made to defeat the Mayor's request in the Senate Monday afternoon. Senator Wragg of Needham, chairman of the municipal finance committee, said that the $250,000 recommended by his committee was enough to give the East Boston airport an AA federal rating, and that the city of Boston, with its other heavy expenditures, ought not to be permitted to make the extra borrowings for the improvement this year.

Amendments Beaten

Senator Ulin spoke in favor of the measure, urging that the city should be permitted to develop the airport at this time to an extent sufficient to attract business and keep abreast of the times. Senator Ward of Roxbury, also urged the larger amount. Senator Parkman of Boston, offered an amendment setting the amount to be borrowed at $500,000. This amendment was beaten, 8 to 23, on a standing vote and the amendment of Wragg to cut the amount down to the $250,000 recommended by his committee, also lost on a standing vote, 10 to 24. The $1,250,000 bill was then put through all its readings under suspension of the rules.

Prior to voting on the measure, each member of the Senate received a letter from Mayor Curley refuting statements made by the Boston Real Estate Exchange in opposition to the bill. The Mayor said the Exchange statement that the city has enough money inside its borrowing capacity is untrue, pointing out that all of the authorized debt inside the debt limit is exhausted, except about $400,000, which, the Mayor said, should be kept intact for a flood, conflagration or other extreme emergency.

CHICAGO TRIBUNE 4/19/31

Mayor Curley of Boston Will Reach City Today

Mayor James M. Curley of Boston will arrive in Chicago on the Twentieth Century this morning. The mayor and his party will be guests over the week-end of Mr. and Mrs. John B. Bremner, 603 Stratford place. With Mayor Curley will be his son, Leo; City Treasurer Edmund L. Dolan, Assistant City Treasurer Walter Quinn, and Col. T. J. A. Johnson, all of Boston.

SPRING FIED UNION 5/4/31

The Governor's Salary

Despite the general and reasonable belief that this is a time for retrenchment rather than for increases in public expenditure and especially for increases in the salaries of state officials, the House Ways and Means Committee has approved a measure to double the salary of the Governor and to make less generous raises for the Lieutenant-Governor and members of the Council. By this proposal the Governor would receive $20,000, or a larger salary than the Governor of any State in the Union with the exception of New York. At a time when state revenues are greatly reduced and when the State is borrowing money for the purpose of aiding the unemployed such proposals appear to be inopportune even on the assumption that for any reason increases in the salaries of ten state officers aggregating $15,000 a year are worthy of consideration.

A charitable view might be that as the proposal has been introduced for consideration, the committee was inclined to lean over backward in favor of the Governor so far as to leave the matter to his approval or disapproval. It may have seemed to the committee that as the General Court recently raised the salary of its own members, it might appear spitefully inconsiderate not to grant the Governor the privilege of raising the salary of his successor, who might be himself.

Incidentally it may be noted that the proposition for doubling the salary of the Governor originated with Mayor Curley of Boston who, coincidentally with the report of the committee, is announced as a candidate for Governor with apparent disregard of the possible inclinations of Governor Ely to seek another term.

One of the arguments for an increase in the salary of the Governor is that he has to spend a large sum of money in direct primary fights for nomination. If that is a sound argument for an increase in the Governor's salary, it is another strong argument against the direct primary. Why should the taxpayers of the State be asked to pay the direct primary expenses of candidates for office when better nominations could be made cheaper in a party convention?

If the State is to go into the business of paying the primary expenses of candidates for state office it would be better to do it directly and openly rather than by the indirect method of an increase in salaries. Possibly if the taxpayers were directly saddled with the direct primary expenses of candidates they might lose some of their apparent affection for a system that is too apt to work for the benefit of the least worthy candidates.

If it is the purpose of the House Ways and Means Committee to pass Mayor Curley's proposal along to Governor Ely for approval or disapproval, the latter's action on it might determine primarily something as to the location of the joke in case of a primary contest between the Governor and Mayor Curley for the next election.

5/2/31

SPRING FIELD REPUBLICAN

Radicals, Fish, Curley, Heard on Boston Common

Boston, May 1—(AP)—Historic Boston Common today resounded with May-day speeches by speakers who held widely divergent views on the subject of Communism. Three hundred policemen patrolled the Common in anticipation of outbreaks of disorder which failed to materialize.

Almost within earshot of each other, speakers at a Communist meeting condemned capitalism and lauded Soviet Russia while others at a gathering under the auspices of the women's auxiliary to the Veterans of Foreign Wars denounced Communism and the "waving of red flags."

Police removed a sign bearing Communist slogans from the platform on which exponents of Communism spoke. The Communists made brief verbal protests but finally capitulated to the orders of a police lieutenant even to the extent of loaning a patrolman a hammer for use in taking it down. Placards which Communist supporters held aloft were also brought dow when the officers threatened to take arrests. The police did not become active again until the Communists had concluded their meeting and then only to disperse the crowd which remained in the Common mall.

Congressman Hamilton Fish, Jr., of New York, Mayor James M. Curley and Brig-Gen Alston Hamilton, who was representing Secretary of War Hurley, were the principal speakers at the Veterans' meeting which was preceded by patriotic pageants. The chief orators on the Communists program were Richard B. Moore, New York Negro, and a national director of the International Labor Defense, and Harry Cantor, also a representative of the latter organization.

Various Topics

Fish, who was described by Cantor as the "most vicious enemy of the working class," told the Veterans' assembly that Americans "resent any alien interference with our domestic institutions and will not tolerate the spread of revolutionary Communism in the United States inspired and directed from Moscow and aimed at the heart of our government and the safety and happiness of our people."

Admitting that the nation was confronted with an economic problem, Mayor Curley said it could not be solved by the release of "hot air and the waving of red flags."

Moore outlined the advance of Communism in Soviet Russia and said that "in spite of the Hoovers, the Fishes and the Doaks, we will follow in the footsteps of the Russian workers and bring America back to the workers." He denounced war and capitalism and demanded a seven-hour work day, a five-day work week, unemployment insurance and appropriations for relief of the workers instead of for war gases.

Cantor charged that the "bosses" were trying to steal May day from the workers by promoting counter demonstrations. He said that to this end President Hoover ha ddesignated the day as "Child Health day" and Mayor Curley had "found out that May day was the anniversary of the founding of city government here" as the excuse for conducting affairs under city auspices.

5/1/31

SPRINGFIELD REPUBLICAN

CURLEY IS PUSHING HIS CAMPAIGN FOR GOVERNOR IN 1932

Intimate Friends Admit it, Saying He Believes Youngman Will Be Easy Republican to Beat

Special Dispatch to The Republican

Boston, April 30—Mayor Curley is a candidate for the Democratic nomination for governor in 1932. His campaign, although well within the limits of the preliminary phase, has already been quietly launched. A decision of Gov Ely to seek renomination will not force his withdrawal, in the opinion of his backers.

A report that Gov Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters, as indication that the governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the governor will run again.

Thus far the mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination, but an accumulation of references to the governor's office, all pointing to the satisfaction of the mayor that he can be elected in 1932, have created the belief unofficially confirmed today, that he has decided to make another attempt to round out his political career by serving as the governor of the commonwealth.

Thinks Youngman Easy

"It is as certain as the sun is shining that Mayor Curley is now a candidate for governor," said one of his intimate political friends today, when he agreed to answer a direct question after exacting a promise that he would not be named.

"The mayor believes that Lieut-Gov Youngman will be the Republican nominee, and he also believes he ca defeat him more easily than he ca two or three other Republicans wh have been mentioned as candidates against Youngman."

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks, and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov Ely at recent public gatherings is regarded a shrewd move by the mayor, intended to show that he is cooperating with Ely, not hampering him.

LOWELL COURIER-CITIZEN 5/1/31

MAYOR CURLEY TO RUN FOR GOVERNOR IN 1932 EVEN IF ELY SEEKS RE-NOMINATION

Campaign Already Has Been Quietly Launched, Friends Say

Believes He Can Defeat Youngman, Expected to Be G. O. P. Nominee

Recent Praise for Ely Believed Part of Mayor's Strategy

(Special to the Courier-Citizen.)

BOSTON, April 30.—Mayor Curley is a candidate for the Democratic nomination for governor in 1932. His campaign, although yet well within the limit of its preliminary phase, has already been quietly launched.

May Oppose Ely.

A decision of Governor Ely to seek renomination will not force his withdrawal in the opinion of his backers. A report that Governor Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indication of a decision, already reached, that the governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the governor will run again.

No Definite Statement.

Thus far the mayor had not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination, but an accumulation of references to the governor's office, all pointing to the satisfaction of the mayor that he can be elected in 1932, have created the belief unofficially confirmed today that he has decided to make another attempt to round out his political career by serving as the governor of the commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for governor," said one of his intimate political friends when he agreed to answer a direct question after exacting a promise that he would not be named.

Expects Youngman's Nomination.

"The mayor believes that Lieutenant Governor Youngman will be the Republican nominee and he also believes that he can defeat him more easily than he can two or three other Republicans who have been mentioned as candidates against Youngman.

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Governor Ely at recent public gatherings is regarded as a shrewd move by the mayor intended to show that he is co-operating with Ely, not hampering him.

SPRING FIELD NEWS 5/1/31

CURLEY'S DRIVE FOR GOVERNOR BEGUN QUIETLY

Friends Declare He Is In Race to Finish Despite Ely's Plans

Boston, May 1—Mayor Curley is a candidate for the Democratic nomination for governor in 1932. His campaign, although yet well within the limits of its preliminary phase, has already been quietly launched.

A decision of Gov Ely to seek renomination will not force his withdrawal in the opinion of his backers.

A report that Gov Ely will be satisfied with a single term has been accepted by enthusiastic Curley supporters as indicative of a decision, already reached, that the governor will not be an active participant in next year's gubernatorial campaign. Most Democratic leaders, however, believe the governor will run again.

Announcement Withheld

Thus far the mayor has not made a statement of sufficient clarity and expressiveness to forecast a formal announcement of his candidacy for the Democratic nomination but an accumulation of references to the governor's office, all pointing to the satisfaction of the mayor that he can be elected in 1932, have created the belief, unofficially confirmed yesterday, that he has decided to make another attempt to round out his political career by serving as the governor of the commonwealth.

"It is as certain as the sun is shining that Mayor Curley is now a candidate for governor," said one of his intimate political friends when he agreed to answer a direct question after exacting a promise that he would not be named.

"The mayor believes that Lieut-Gov Youngman will be the Republican nominee and he also believes that he can defeat him more easily than he can two or three other Republicans who have been mentioned as candidates against Youngman."

Much Secret Work Done

It was admitted that there has been considerable secret work calculated to win support of the mayor's candidacy in recent weeks and that the campaign has been systematically planned so that all preliminary work will be completed long in advance of the opening of the primary campaign next year.

The effusive praise which Mayor Curley has publicly showered on Gov Ely at recent public gatherings is regarded as a shrewd move by the mayor intended to show that he is co-operating with Ely, not hampering him.

The Curley groups in the Boston democracy believe the mayor will run whether Gov Ely is a candidate for renomination or retires.

miscellaneous publications

July 29. - Sept. 4, '31

LEXINGTON MINUTE MAN 9/4/31

Mayor Curley Of Boston Makes Address Saturday Afternoon At Mohawk Club

Urges Strong Consideration For President Of Franklin P. Roosevelt Who Believes In Five-Day Week For Labor

Mayor Curley of Boston took a trip over the Mohawk Trail to the Mohawk Club in Lexington last Saturday afternoon and when the flock of warriors had been called to order, and when they were all squatted on the buffalo robes, gave them some big medicine. It was the opening gun of the 1932 presidential campaign, with the White House as the objective, and Franklin D. Roosevelt of New York, as the warrior to do the scalping of the Republican party, if he makes the grade at the Democratic National Convention.

Mayor Curley believes more wampum should be appropriated so the unemployed may have work, and he had his tomahawk sharpened to a razor edge, as he slashed at the dilatory methods employed by President Hoover. Ex-Congressman Joseph A. Conry, traffic commissioner of Boston, promised to support Mayor Curley in his purpose of pushing forward Gov. Roosevelt for president and to have all traffic lanes cleared to the White House when the time arrives.

The meeting was presided over by Francis X. Tyrrell of Chelsea, who, in addressing the gathering, mentioned Mayor Curley among a dozen others, as one fitted to carry on as president of the United States, and this did not displease the Mayor, although it may have been uttered as a compliment.

Some two hundred Mohawks of the state gathered at the Mohawk Club, and sat at one of those famous dinners served by host Arthur L. Mulvey, manager of the Club, and also treasurer of the Mohawks. All were charmed with the dinner and the surroundings, which are exceptionally attractive, and especially so on a bright sunshiny day as was Saturday. The party arrived at 2:30 and departed at 6.30 declaring the whole afternoon had been one of the finest, from every angle, they had ever enjoyed.

A touch of special interest was added to the meeting by the presence of James Roosevelt, son of Gov. Roosevelt, and he made a fine impression by his few remarks. His wife was also present and was introduced to the members. A few other women were among those present, including Mrs. John Feeney, of the state committee, Mrs. Joseph F. Doyle and Mrs. P. F. Callahan. The local democracy was represented by Eugene Buckley.

Franklin D. Roosevelt in his message to the New York Assembly yesterday not only settles the question of his nomination but the consummation of his program for the restoration of prosperity should definitely determine his election.

"More than a year ago the American Federation of Labor, in convention assembled in Boston, adopted a resolution favorable to a five-day week as one method of solving the problem of the vanished job, but apparently the action of this potential asset for the welfare of the American Nation had little weight with the President of the United States.

"The demand for a special session of Congress in order that relief measures might be adopted for the welfare of the American people was disregarded by President Hoover whose only answer to the present time has been the appointment of a Community Chest Committee, created for the purpose of raising funds to provide for the needs of the unemployed.

"The American worker has never sought charity, his sole desire at all times has been opportunity. From the beginning of our government the guarantee of equality of opportunity has been recognized and through an adherence to its tenets we have progressed. The American people have recognized that servility is not conducive to nobility of soul or character or independence, all three of which are essential to ideal American citizenship.

"I beg you will contrast the position taken by Franklin D. Roosevelt upon the question of the adoption of an economic policy for the relief of the unemployed of America, and the absolute lack of policy of President Hoover. It is evident to every student of economics that Franklin D. Roosevelt recognizes that the prosperity of America is dependent upon the prosperity of the individual American citizen.

"He recognizes that in 1927 and in 1928 it was possible for the American Nation to live unto themselves regardless of exports and imports and that the prosperity of those years could be properly traced to the increased wage and the continuity of employment enjoyed by the working people of America. The total value of all goods raised, taken from the earth, or fabricated in industry in 1927 approximated $87,000,000,000 and in 1928 about $90,000,000,000, while the total of exports and imports very nearly balanced, being slightly in excess of $45,500,000,000 in each case each year.

"Mr. Roosevelt recognizes the imperative value of an enlarged distribution of the earned wealth in America in the form of wages. In other words, he recognizes that America's best customer is the American people, and when they are not prosperous the nation itself cannot be prosperous.

"The program for the relief of the unemployed and for the restoration of prosperity in America is as timely and illuminating as is the courageous position taken by Franklin D. Roosevelt with reference to the enlargment of the investigation of the Democratic organization in New York city. With statesmanlike vision he unmasks the thimble-riggers, Democratic and Republican, who seek his political destruction in their demand for investigation of the New York city organization, and confounds them by regarding with favor an investigation of their own Republican Augean stables."

9/4/31
LEXINGTON TIMES-MINUTE-MAN

Political Forecasts

At the outing held at the Mohawk Club on Saturday, August 29th, Mayor Curley, as the chief speaker, practically nominated the Democratic candidate for president next year. At present all signs point to the accuracy of his forecast. Apparently the candidacy of Governor Roosevelt is like a ship on the stays ready for launching; but much may happen in the months before the convention. For instance, no one knows what may result from the Governor's recent unpleasantness with Tammany; but if Curley's forecast should prove correct, the choice may prove to be the best his party could make.

In declaring, however, that Governor Roosevelt's program for the relief of unemployment would compel President Hoover to call an extra session of Congress to enact necessary laws, our own Governor may not be so accurate. Such a session would cost the country a vast amount of money, which might be reserved for financing the measures that will be adopted at the regular session. The money thus spent would go a long way in meeting appropriations for the unemployed.

ATTLEBORO SUN 9/4/31

CURLEY SPONSORS RATES' PROTEST

Boston, Sept. 4—(AP)— Mayor James M. Curley has called a meeting o. mayors and chairmen of boards of selectmen throughout Massachusetts to discuss the proposed automobile liability insurance rates. The conference has been called for Wednesday in the Boston city hall.

Mayor Curley said the purpose of the meeting was to arrive at a definite program for opposition of the proposed rates. If a decision is reached, he said, a request will be made to Governor Ely to call a special session of the state legislature to consider the plan evolved.

Three plans are to be discussed, the mayor said. They are: a state insurance department to compete with private companies; the Connecticut demerit system; and a uniform rate for the entire state.

WORCESTER POST 9/4/31

Taxi Owners Plan Protest Against New Auto Rates

Mayor Curley Calls Meeting of Mayors and Selectmen for Wednesday

Local taxi and motorcycle owners will protest to State Insurance Commissioner Merton L. Brown at the public hearing Sept. 11 at the State House, on the new compulsory insurance rates which are an average increase of 11 percent over the present rates.

Mayor Curley has called a meeting of all mayors and chairmen of selectmen throughout the state for his office on Wednesday to draft a definite program of opposition to the new schedule. A request to Gov. Ely to call a special Legislature session to discuss the insurance law may also be drafted at the session.

The meeting, Mayor Curley also announced, will talk over a state insurance department to compete with private companies, the Connecticut demerit system and a uniform rate for the entire state.

The motorcycle men have been informed the Massachusetts Motorcycle Association is opposed to the increases which mean a jump of about 100 percent on the lower power and speed machines.

The cab men have joined together to make their objection known. The insurance rate is 33 percent higher for them here.

Protests against the proposed 1932 rates continue to pour today into the office of the insurance commissioner and that of Gov. Ely.

BEVERLY TIMES 9/5/31

Beverly Woman Named on Committee

Members of North Shore Circle, No. 934 of the C. of F. of A. for the past two days have been in attendance at the biennial convention of the Foresters of America held in the Hotel Bradford, Boston for the past week. After the morning session of Monday, the delegates and members enjoyed an interesting tour through Boston, Concord, and Lexington stopping at the historical points of interest along the route. Tuesday the women at the convention were taken on another tour through Boston to Franklin Park. Mayor Curley's address on Monday evening was greatly enjoyed and he received splendid ovation. Dr. Joseph Santosuosso of Boston who was elected Supreme Chief Ranger was presented a beautiful bouquet from the grand officers of the Companions of the Forest. Mrs. Margaret MacNeil, Grand Trustee and Chief Companion of North Shore Circle served on the reception committee. Those attending from Beverly were Mrs. Jeanette Leary, S. S.; Mrs. Elizabeth Harley, past grand officer, Mrs. Delia Betzer, R. S., and Miss Beatrice Leary. They had as their guests, Mr. and Mrs. S. Taylor of N. Y., M. MacNeil, M. J. Hurley, M. Kelly, and F. Hurley of this city.

HAVERHILL GAZETTE 9/4/31

CURLEY CALLS CITY HEADS TO DISCUSS RATES

Program of Protest on Auto Insurance Increase to Be Drawn

BOSTON (AP)—Mayor James M. Curley has called a meeting of mayors and chairmen of boards of selectmen throughout Massachusetts to discuss the proposed automobile liability insurance rates. The conference has been called for Wednesday in the Boston City hall.

Mayor Curley said the purpose of the meeting was to arrive at a definite program for opposition of the proposed rates. If a decision is reached, he said, a request will be made to Governor Ely to call a special session of the state Legislature to consider the plan evolved.

Three plans are to be discussed, the mayor said. They are: A state insurance department to compete with private companies; the Connecticut demerit system; and a uniform rate for the entire state.

NEW BEDFORD STANDARD 9/3/31

12 MAYORS HAVE GOOD TIME, BUT CURLEY IS LOST

Boston Executive Fails to Connect with Club Here

Twelve mayors found a good time and one got "lost" here Wednesday when Mayor Ashley was host to the Mayors' club of Massachusetts on their anual outing. The "lost" executive was Mayor James M. Curley of Boston. He arrived at the New Bedford hotel early in the afternoon and was directed to the clambake pavilion at Acushnet park. When he reached there the mayors had left for Round Hill.

When Mayor Curley arrived at Round Hill the state's mayors had departed for the Wamsutta mills. The Boston executive was due back in that city for a meeting last night and was forced to leave before he could find the party.

With Mayor Ashley as host those who attended the outing had a most enjoyable day. Visits to the Pairpoint corporation, to Round Hill, where they examined the whaler Morgan and received souvenirs from Colonel Green, and to the Wamsutta mills and the city pumping station were highlights of the day. There were almost 50 in the party.

LYNN ITEM 9/4/31

CURLEY CALLS RATE MEETING

Mayors and Selectmen Meet In Boston City Hall to Protest Insurance.

BOSTON, Sept. 4, 1931.—(AP)—Mayor James M. Curley has called a meeting of mayors and chairmen of boards of selectmen throughout Massachusetts to discuss the proposed automobile liability insurance rates. The conference has been called for Wednesday in the Boston City Hall.

Mayor Curley said the purpose of the meeting was to arrive at a definite program for opposition of the proposed rates. If a decision is reached he said, a request will be made to Gov. Ely to call a special session of the State Legislature to consider the plan evolved.

Three plans are to be discussed, the mayor said. They are: A State insurance department to compete with private companies; the Connecticut demerit system; and a uniform rate for the entire State.

WOONSOCKET-CALL 9/4/31

Funeral Services In So. Boston For Rt. Rev. Mgr. Patterson

Boston, Sept. 4. (AP)—Funeral services for Rt. Rev. Mgr. George J. Patterson, former vicar-general of the Roman Catholic diocese of Boston and for many years pastor of St. Vincent's Church, South Boston, were held today. Cardinal O'Connell presided at a solemn high mass at St. Vincent's.

Prior to the solemn high mass there was a mass of requiem attended by the children of St. Vincent's. The high mass was celebrated by Rev. Michael J. Scanlan of St. Rose's Church, Chelsea. The eulogy was by Rev. Mortimer T. Twomey, pastor of St. Eulalia's Church, South Boston.

Honorary bearers included U. S. Senator David I. Walsh, Mayor James M. Curley, Frederick Dillon, assistant secretary to Governor Joseph B. Ely who represented the commonwealth, Congressman John W. MacCormack, John E. Swift, supreme director of the Knights of Columbus, Joseph P. Callahan, high chief ranger of the Massachusetts Catholic Order of Foresters, Joseph Kirby, State deputy of the Knights of Columbus, and Edward F. Hurley, faithful navigator of Bishop Cheverus Assembly, fourth degree, Knights of Columbus.

HAVERHILL GAZETTE 9/4/31

CURLEY CALLS ON OFFICIALS TO FIGHT RATES

Protests against the new compulsory automobile insurance rates continued to pour into the State House yesterday, and a movement for immediate enactment of legislation to eliminate the existing system of determining rates gained impetus when Mayor Curley of Boston called a conference to which he invited all interested city and town officers.

The mayor announced that a meeting to which all mayors, chairmen of selectmen, city solicitors and town attorneys in the state have been invited will be held in Boston City hall Wednesday at 11.30 a. m. Its purpose will be to determine a definite program of action preventing enforcement of the new rates proposed by Commissioner Merton L. Brown.

NEW BEDFORD STANDARD 9/4/31

CURLEY CALLS AUTO RATE CONFERENCE

Boston, Sept. 4 (AP)—Mayor James M. Curley Thursday called a conference of mayors and chairmen of boards of selectmen throughout the state to discuss proposed automobile liability insurance rates. He said the meeting which was scheduled for next Wednesday in the Boston city hall was for the purpose of arriving at a definite program for opposition of the proposed rates.

If a decision is reached, a request will be made to Governor Joseph B. Ely to call a special session of the state legislature to consider the plan evolved.

Three plans are to be discussed, it was announced. They are: a state insurance department to compete with private companies; the Connecticut demerit system, and a uniform rate for the entire state.

NORTHAMPTON GAZETTE 9/4/31

$2000 JOB GOES BEGGING

Boston, Sept. 4.—(AP)—Where's the depression? Here's a job that pays $2,000 a year and maintenance going begging. Boston is looking for a physician for its Long Island hospital. The mayor was told today that a general announcement that such a position was open had brought only one application so as a last resort the mayor has decided to advertise.

9/4/31

LOWELL COURIER-CITIZEN

REPEAL THE LAW

[From the Boston Transcript.]

Now begins the annual knock down and drag nowhere battle over compulsory motor insurance rates. Knowing the public's rightful indignation at still another increase of charges piled upon increase after increase in the past, political leaders will cry again: "Oust the commissioner!" Absurd. What Massachusetts has to contend with in this matter is not a bad commissioner, it is a bad law. Enacted with good purpose, it is wrong in basis and preposterous in practice. To assure indemnity for that comparatively small number of persons who meet death or total disability at the hands of financially irresponsible car-owners, this statute brings about the annual expenditure of millions upon millions of dollars for every finger-scratch, nervous upset and meyling fraud that happens or can be contrived along the crowded streets, highways and byways of all Massachusetts.

Having such an absurdity to administer, the insurance companies are largely powerless, and the State commissioner of insurance wholly powerless, to control the rising mountain of costs. The companies, for their part, if they should try to fight in court more than a small percentage of the most extreme cases of exaggeration and fraud, would wreck the Commonwealth's whole judicial machinery, to say nothing of their own business management. The judges of the State would have little time for any other class of cases. The honest lawyers would go crazy with overwork, and the shysters would go crazy with excitement and greed. Then, when the year's affrays were all over, the State commissioner would have no whit more power than he has now—namely, to accept the certified statements of the vast costs involved, and, as ordered by the law, make increased rates for the new year accordingly.

In these circumstances, when Mayor Curley advises hitting the commissioner with an order to resign, he reminds us of the boy who, having fallen down on his way to school, slaps the sidewalk. The commissioner, in this matter, has no power whatever over our troubles except to admit that they exist. Why slap the commissioner? The source of our difficulties is an absurd law, which accomplishes one decent purpose at immensely excessive expense. Otherwise it has nothing, and never can do anything, of the good which its champions said it would. It has not reduced accidents. Instead it has been accompanied by a heavy increase even of fatal smash-ups, because, while it has in no way changed the psychology of the responsible drivers who used to keep themselves privately insured at much lower rates, it has given boorish and irresponsible drivers a confident feeling that no matter how much damage they cause, their compulsory policies will discharge them scot-free.

Six years ago we opposed the enactment of this absurd law. The time has come to get rid of it. Can't we learn soemthing from the fact that nearly every State in the Union has carefully examined the Massachusetts law, and not one of them has liked it—or even thought of adopting it?

LOWELL COURIER-CITIZEN 9/4/31

CURLEY ASKS MAYORS TO STUDY INSURANCE

Calls Heads of Cities and Towns to Conference in Boston Next Wednesday.

BOSTON, Sept. 3 (AP)—Mayor James M. Curley today called a conference of mayors and chairmen of boards of selectmen throughout the state to discuss proposed automobile liability insurance rates. He said the meeting, which was scheduled for next Wednesday in the Boston City Hall, was for the purpose of arriving at a definite program for opposition of the proposed rates.

If a decision is reached, a request will be made to Governor Joseph B. Ely to call a special session of the state legislature to consider the plan evolved.

Three plans are to be discussed, it was announced. They are: A state insurance department to compete with private companies; the Connecticut demerit system, and a uniform rate for the entire state.

Protests against the suggested rates continued to pour into the office of Governor Ely today. Some protestants suggested remedies, others attacked insurance companies and some demanded action by the governor. Legislators and city officials led the opposition.

Mayor John J. Murphy of Somerville took steps to Institute a referendum of repeal of the law and announced a substitute plan for insurance under state supervision. His plan would provide for owners of automobiles to pay into a public fund. Those not contributing would have to supply bonds to satisfy claims in case of an accident. He said his proposal would carry provisions to account for fraudulent claims.

9/4/31

LEXINGTON TIMES-MINUTE-MAN

There were quite a few of our local politicians who are sorry they missed the powwow at the Mohawk Club last Saturday afternoon. It was a great gathering, not in numbers, but in the entertainment afforded by the principal speaker, Mayor Curley, who is always colorful and forceful in what he has to say. The mayor never minces his words and he is always understood. He is at home in any sort of gathering, and has experienced every phase of politics and is, perhaps as fully competent to discuss politics as any man in Massachusetts. He has the physical constitution to stand the strain, and this has been put to the test many times in his career. He says a lot, but he also keeps a lot to himself. He is getting wise as he grows older.

BROCKTON TIMES 9/4/31

CALLS MEETING TO BATTLE NEW CAR INSURANCE

BOSTON, Sept. 4. (A. P.)—Mayor James M. Curley has called a meeting of mayors and chairmen of boards of selectmen throughout Massachusetts to discuss the proposed automobile liability insurance rates. The conference has been called for Wednesday in the Boston city hall.

Mayor Curley said the purpose of the meeting was to arrive at a definite program for opposition of the proposed rates. If a decision is reached, he said, a request will be made to Governor Ely to call a special session of the State legislature to consider the plan evolved.

Three plans are to be discussed, the mayor said. They are: A State insurance department to compete with private companies; the Connecticut demerit system; and a uniform rate for the entire State.

MAYOR INVITED

Mayor Bent has received an invitation from Mayor Curley of Boston to attend a meeting of Massachusetts mayors and chairmen of boards of selectmen Wednesday at Boston City Hall to discuss the proposed new increased compulsory automobile insurance rates.

Mayor Bent is in Moultonboro, N. H., spending a few days, and is expected to return to Brockton either Saturday or Tuesday. He has already registered opposition to the proposed increase.

WORCESTER POST 9/4/31

Rt. Rev. Msgr. George J. Patterson's Funeral

BOSTON, Sept. 4 (AP)—Funeral services for the Rt. Rev. Msgr. George J. Patterson, former vicar general of the Roman Catholic Diocese of Boston, and for many years pastor of St. Vincent's Church, South Boston, were held today. Cardinal O'Connell presided at a solemn high mass of requiem attended by the children of St. Vincent's. The high mass was celebrated by the Rev. Michael J. Scanlan of St. Rose's Church, Chelsea. The eulogy was by the Rev. Mortimer E. Twomey, pastor of St. Eulalia's Church, South Boston.

Honorary bearers included United States Sen. David I. Walsh, Mayor James M. Curley, Frederick Dillon, assistant secretary to Gov. Joseph B. Ely, who represented the Commonwealth, Cong. John W. MacCormack, John E. Swift, supreme director of the Knights of Columbus, Joseph P. Callahan, high chief ranger of the Massachusetts Catholic Order of Foresters; Joseph Kirby, state deputy of the Knights of Columbus, and Edward F. Hurley, faithful navigator of Bishop Cheverus Assembly, Fourth Degree,

SPRINGFIELD REPUBLICAN 9/3/31

6 Whiting's Boston Letter

By E. E. WHITING

Boston, Sept. 2—There is more than local significance to the order introduced into the Boston city council, and passed by that body, at its meeting Monday. Councilman Power of Roxbury has put into words, and carried into the effect of a city council order which will automatically have attention from the next session of the Legislature, what has been in the minds of an increasing number of persons for the past year or more—a demand for increasing the severity of penalties for the commission of crimes involving violence.

What Councilman Power wants done by the Legislature is enactment of a law which should provide capital punishment, via the electric chair, for robbery under arms—whether or not the victim is killed. The impulse which produced this drastic suggestion is the obvious one—the popular reaction following too long a succession of such crimes in and about Boston—affected also by the prevalence of similar crimes in other cities.

Some weeks ago, and on several occasions, we have noted in these letters a growing feeling that penalties should be more, not less, severe. There goes with this a growing impatience with the methods for reform, parole and probation which have marked more and more the development of laws and methods in dealing with offenders against the law. This harsh demand for severe punishment will continue to grow for so long as the provocation continues.

In fact, the whole modern development of law administration and the law's provisions, leaning towards mercy and reform and reconstruction in place of heavy punishment, is under fire—not from theorists and doctrinaires, but from facts. The argument may not be good, it may be that the penologists and other experts have been on the right track; it may be that restoration of law and security for life and property may best be effected by a continuation and perfection of the modern methods of leniency and moral reconstruction; it may be that past history under the stiff penalties that in centuries gone obtained in such matters proves, or at least indicates, that severity of punishment is not an effective deterrent from crime, nor an adequate protection for society. None the less it is a fact that under the pressure of the law's comparative ineffectiveness in such fields at the present day, the public mind is tending more towards abandonment of these modern merciful and morally reconstructive methods, and towards a restoration of the old-time harsh methods.

It is a quite natural reaction. We are, as a human race, naturally inclined toward mercy and compassion, even for law-breakers. We have all believed that one of the manifestations of civilization's advance has been this assumption that the best ends are achieved by abandoning the hard ways of old days, when men were hanged for any one of many offenses, were broken on the wheel, and were otherwise barbarously treated. We have dreamed of a new day when lawlessness will be reduced to a small matter. These theories have been argued and applied, and until lately with seeming success. Now we have come to a curiously disturbing period when murder has become almost commonplace, and hold-ups, robbery by armed men, have become so continuous in large cities that they no longer rank as first-page news.

One of the familiar, and reasonable, defenses of newspaper custom in printing crime news prominently has been that the very fact that crime is news indicated a healthy state of the public mind; that if the time comes when crime is not news, then we shall have something about which to worry. We have come close to that time.

We would not venture to prophesy what the next session of the Legislature will do with Councilman Power's order which the council has so enthusiastically approved. What the state of the public mind will be next January no one knows. It is a safe guess, however, that if the commission of this type of crime continues for the next four months as prevalent and as disquieting as it has in the past eight, we may find the Legislature inclined not only to accept the viewpoint of Mr Power and his colleagues in the Boston council, but eager to go even further in the direction of warfare against criminals of this type.

Nor is there a very comforting alternative. Some days ago our mayor, Mr Curley, obtained a permit to carry a pistol. The incident received a good deal of publicity, and some criticism. The point in the matter is the one that we have hinted at before now—that when the legal authorities cease to manifest their ability to protect the individual against robbery and assault, the natural, though perhaps mistaken, switch of the human mind is toward individual self-protection, and a reversion to the wild old days when one's personal safety depended either upon an armed bodyguard or on personal armament.

As the law stands now, it is easier for the criminal to obtain a gun than for the law-abiding citizen. Very likely the possession, legally, of a pistol is poor protection for the normal man, because he not only is inexpert in its use, but is deterred by a natural aversion from taking human life—a compunction from which the robber and the thug do not suffer at any time or under any circumstances.

However, we are not here interested in the moral issues nor in the practical value in such departures from what we have come to regard as the natural modes of life. What does interest us is the grim fact of crime, the growing feeling that no one is safe on the streets or the high roads after dark, that no man is safe at his own garage door, that no one is secure sitting on a hot evening beside an open window, that one is as likely to be shot down for $5 as for $5000. It interests us that this growing feeling of insecurity is bound to find its expression in a demand for more aggressive warfare on the criminal; and that this demand has found concrete result in the city council in Councilman Power's order.

HAVERHILL GAZETTE 9/3/31

6 A Good Word for Ryan

The policies and practises of the registry of motor vehicles do not often inspire us to cheers. Registrar Morgan T. Ryan's handling of the case of Mayor Curley's chauffeur, however, inspires our admiration; not because we believe the procedure was just, but because it was consistent.

Curley's chauffeur got no more consideration than any other motorist would have got, despite apparent efforts to get leniency for the man and to keep knowledge of the case from the public. His license was suspended for driving in an improper and negligent manner.

We do not believe that the registry should have the power, that it exercises, superior to and independent of courts, of punishing a motorist. While it possesses and exercises this power, however, it should do so without fear or favor, applying the power equally to all offenders.

Such impartiality it has generally had in the past and such evidently it will have under Ryan.

LYNN ITEM 9/3/31

CONGRATULATE JUDGE

Upon the arrival here of Judge Edward O'Brien, who has been attending the annual convention of the Foresters of America, he was met by a committee of his fellow townsmen and congratulated on the part he took in the convention. On Monday he acted as toastmaster at the big banquet held in Hotel Bradford, Boston, and introduced many prominent citizens, among whom was Mayor James Curley of Boston. It is said that his introduction of his honor stands forth as a gem, and many of those present congratulated him. Besides serving on a number of committees, the judge was often called into conference on account of his legal knowled

PROVIDENCE JOURNAL 9/2/31

GOODWIN CHARGES INSURANCE FIRMS FIXED AUTO RATES

6

Former Motor Vehicle Registrar Attacks Proposed Increase of 11 Per Cent.

"UNWARRANTED" — CURLEY

Boston Mayor Orders Corporation Counsel to Appear at Public Hearing Sept. 11 to Protest

Boston, Sept. 1.—(AP)—Frank A. Goodwin, chairman of the Boston Finance Commission and former State registrar of motor vehicles, commenting today on the proposed increased rates for automobile compulsory insurance, said the rates were made by the insurance companies through the insurance commissioner.

The former registrar added his protest to that of Mayor Curley of Boston, Mayor Casassa of Revere and scores of others. Mayor Curley characterized the proposed average increase of 11 per cent. as unwarranted and outrageous.

"It is apparent," Goodwin said, "that the car owners of the large cities, particularly those in the metropolitan area, are the ones who are being systematically pillaged out of all proportion to the increase in accidents, according to the records at the registry department."

Submitting a table of rates for low price automobiles for the various years since compulsory insurance has been in effect, he said the increases in certain cities were astounding. The increases in accidents in Suffolk and Middlesex counties, he said, were ridiculously small, as compared with the increase in rates.

"Each year," the statement continued, "the automobile owners howl at the increases, but do nothing. They pay the rates and forget it until the next year. In other words, the automobile owners are asleep, while insurance people work while they sleep.

"It will be noticed that the increase in rates in Chelsea has been 200 per cent.; in Revere, 151 per cent., and in Boston, 110 per cent." Fatal accidents in Suffolk county, which includes all three cities, totalled 130 in 1930 and 134 in 1929. In 1927, when compulsory insurance went into effect, the total was 126 and in 1928, 135.

Injuries for 1930 totalled 13,803 as against 12,304 for 1929. The total in 1927 was 8477 and for 1928, 12,671.

The increase in rates for low-priced cars from 1927 to 1930 he listed as follows: Chelsea, $58; Revere, $44; Boston, $32; Everett, $23; Lynn, $21; Lowell, $15; Worcester and Fall River, $8; Marlboro, $14; Lawrence, $7; Springfield, $4; Haverhill, $3; New Bedford, $1.

Mayor Curley announced he had instructed Corporation Counsel Samuel Silverman to appear at the public hearing on the proposed rate schedule at the State House Sept. 11 to fight the "audacious, unwarranted and outrageous rates."

The Mayor said he favored compulsory insurance but not the present law because of its "apparent inequity." He complained of the short time in which the public has to prepare statistics to fight the proposed schedule. The rates are promulgated Sept. 15.

"I am satisfied," said the Mayor, "that the Commonwealth must establish the demerit system, so-called, whereby the careless driver is required to pay a higher premium than the careful driver. If this system is not placed on the statute books, then the next step is some form of State insurance."

Mayor Casassa, in a letter of protest to Governor Ely, said the proposed increase was a blow to the people of Massachusetts and "of sufficient support to warrant your calling a special session of the Legislature."

Governor Ely, now on vacation, issued a statement through his secretary. "I have nothing to say concerning the tentative schedule of rates at the present time," it said. "I may have something to say later in the week; possibly nothing to say before next week."

LOWELL TELEGRAM 9/2/31

CHARBONNEAU TO ATTEND MAYOR CURLEY'S MEETING

6

City Solicitor Charbonneau stated yesterday that he had received an invitation from Mayor Curley of Boston to attend a meeting of city and town officials at the Boston city hall Wednesday forenoon at 11.30 o'clock and that if his appointments do not conflict he will attend the meeting which is called to consider a mass opposition to the proposed automobile insurance rates as announced last week by Insurance Commissioner Brown.

BROCKTON ENTERPRISE 9/2/31

6 Registrar Resists Influence.

FRANK A. GOODWIN demonstrated, while registrar of motor vehicles, the meaning of a threadbare political phrase: Equal rights for all, special privileges for none. Morgan T. Ryan, now filling the post, appears conscious of his obligations and big enough to maintain the traditions passed on to him.

One Manion, of no interest whatever except that he works for Mayor Curley of Boston as a chauffeur, has had his license to operate suspended for five days. Records disclose that Manion was in a smashup; that handkerchiefs were tied to the registration plates of the car to conceal the numbers; that powerful political influence was invoked in his behalf when the matter reached the registrar for judgment.

Registrar Ryan resisted the attempt to save Manion from the penalty for driving in a reckless manner, with consequent danger to life and property, and resisted as forcefully the attempt to keep the proceedings secret. In short, he did his duty; he did what the public pays him to do and what he has taken an oath to do.

No man, ordinarily, rates headlines and hurrahs for doing his duty. Still, the ways of politicians are so devious and their pull so powerful that it is the most promising sign from Registrar Ryan that the policy established by Goodwin is still in force.

SALEM NEWS 9/2/31

Drastic Economy Is Necessary in Boston's Budget

6

Boston, Sept. 2—With drastic economy in 1932 municipal budget the sole means of averting an oppressive tax rate next year, Mayor Curley yesterday announced that unless economic conditions show a marked improvement, no salary increases would be granted to city and county employes next year, other than to police patrolmen and privates in the fire department.

In calling on department heads to submit estimates of budget requirements, pared to lowest possible figures the mayor laid unusual stress on his determination to reduce city and county expenses in every possible way.

Department heads whose budget estimates will be under $100,000 must submit their schedules of requirements in detail prior to Oct. 1. Budgets of more than $100,000 must be submitted before Oct. 15 and those in excess of $1,000,000 prior to Nov. 2.

The care with which the mayor prepared his letter to department heads was indicated by his recognition of the fact that 1932 is a leap year and the additional day in the calendar will be reflected by increased payrolls for per diem employes.

LAWRENCE EAGLE 9/2/31

AUTO CLUB PROTEST ON RATES PLANNED

The Lawrence Automobile Club today representing its nearly 3,000 members, announces that every resource of the organization would be brought in to play in a vigorous protest against the proposed increase in the compulsory insurance as well as for the proposed zoning system. Attorney Michael S. O'Brien, legal advisor of the organization and Club officials will appear in opposition to Insurance Commissioner Merton L. Brown's, proposed plans at the public hearing in Boston on September 11.

Part of the organization's statement issued today over the signature of Manager Thomas A. Collins follows:

"If the Massachusetts State Compulsory Automobile law—a law which no other state in the Union has seen fit to follow—is going to take an increased yearly prenium toll from the already grossly over taxed motor car owner, then it's ample time for Massachusetts to discard this noble experiment and adopt legislation similar to that of other states which apparently afford ample protection to the car owner and the public. Accident figures for this area, reported from presumably reliable sources, do not indicate the necessity of creating a territorial zoning, especially for Lawrence and Methuen with a consequent increased premium rate.

"As has been the case in the past the owner of the light and medium weight cars has been made the goat in the proposed insurance rate increases. If the state makes it mandatory to carry insurance it should give the motoring public some assurance of a permanency in rates rather than to allow the present yearly increase to be saddled upon a group who are now paying a dozen different kinds of taxes for the privilege of operating motor vehicles.

"The Club proposes to have its attorney, Michael S. O'Brien, representing it at the September 11th hearing on rates in opposition to the proposed schedule. Any motorist opposed to the new schedule of rates may protest through the Automobile Club with the assurance that his or her protest will be presented at the public hearing at the State House."

Lawrence Zone Rates

In the tentative schedule of compulsory automobile insurance rates for 1932, announced by State Insurance Commissioner Merton L. Brown, Lawrence and Methuen comprise a single zone.

For owners of lightweight cars in this zone, Commissioner Brown proposes a $4 jump in the rate from $25 to $29, a $1 advance from $30 to $31 for medium weight cars, a $2 jump from $36 to $38 for heavyweight machines, and a $2 increase from $17 to $19 for electric machines. The schedule calls for a flat $48 rate on motorcycles, as compared with a sliding scale from $25 to $54 this year.

Andover and North Andover are in the same zone with Haverhill, and no change is proposed in the $25 rate on lightweight cars there. There is a $4 drop from $30 to $26 in the rate on medium weight cars, and a $4 cut from $36 to $32 on heavyweight machines. The $17 rate on electric autos will remain the same. The proposed flat rate of $44 on motorcycles compares with a range from $16 to $40 this year.

Lawrence, Methuen, Andover and North Andover are all in the same truck zone with a number of other communities.

The rates in that zone on class two trucks are: heavy, $113; medium $79; light, $68. On class three trucks the rates are $94, $66 and $52 for heavy, medium and light trucks respectively. On class four trucks, the rates in those same three classes respectively are proposed as $50, $33 and $27.

REVERE Sept. 1 (AP)—Mayor Andrew A. Cassassa of Revere today asked Governor Joseph B. Ely to call a special session of the legislature to consider the matter of compulsory automobile insurance. The announcement of the 1932 rates yesterday showed a general increase in the rates throughout the state.

Casassa pointed out that the rates had increased annually since the law had been passed and said, "In my opinion this matter is of sufficient importance to warrant calling a special session of the legislature to consider the entire matter."

Curley Comments

BOSTON, Sept. 1 (AP)—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "Inequitable" and called upon the public and the corporation counsel of communities throughout the state to protest and take action.

"I have directed corporation counsel Samuel Silverman to appear at the hearing to protest against these increases and call to the attention of the public the unfairness of the present statutory situation as well as the inequality of the rates established," said Mayor Curley. "Singling out the owners of the lower priced cars for an increase eight times as great as that imposed upon the owners of higher priced cars is unquestionably predicated upon the belief that if the imposition were reversed the opposition would be too formidable." The mayor referred to an increase of $8 on lower priced cars as compared to an increase of $1 on higher priced car insurance in Boston in the new rates.

Mayor Curley said if corporation counsel of the municipalities would cooperate with Silverman "an audacious, unwarranted and outrageous rate upon those who can least afford an increase in taxation" will be prevented. He said an aroused public was the only effective means of bringing about the removal of the present insurance commissioner and repeal of the existing law. He criticized the fifteen day period allowed in which to lodge protest against the new rates.

FALL RIVER HERALD-NEWS 9/2/31

CITIES FIND WORK FOR MANY IN NEED

Seven Representative Municipalities Undertake Permanent Improvements on Large Scale.

(Copyright, 1931, United Press)

NEW YORK, Sept. 2.—Seven representative American cities meeting the unemployment problem by providing temporary work for jobless through public improvements and raising the money through municipal bond issues and through private donations by the wealthy, a survey by the United Press showed today.

The mayors of each of the cities, with the exception of Socialist Mayor Daniel W. Hoan of Milwaukee, agreed the problem was one for the municipalities to face.

Statements of the mayors follow:

Mayor James M. Curley, Boston—"Boston averaged between public welfare, soldiers' relief and institutional aid more than $20,000 a day."

Mayor Frank Murphy of Detroit—"Plans are being completed for putting to work 12,000 men in the Department of Parks and Boulevards and the Department of Street Cleaning and Grading. This city celanup campaign is in addition to the $10,000,000 which is being rainsed among Detroit men of wealth to aid the unemployed."

Mayor John Marshall of Cleveland—"The county government may ask for authority to issue bonds to the extent of $1,700,000 for welfare work in addition to $500,000 raised by the city. All forms of street solicitation have been prohibited."

Mayor John C. Porter of Los Angeles—"A $5,000,000 bond issue was voted by the citizens, which is being expended in giving work to those persons who have resided in Los Angeles for more than one year."

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Mayor George L. Baker of Portland, Ore.—"The voters have authorized a bond issue which will be used in improvements of a needed and permanent nature. Expenditures are being made by a committee of substantial citizens cooperating with the city council."

MARLBORO MESSENGER 9/4/31

Judge Edward B. O'Brien played a prominent part in the annual convention of the Foresters of America held in Boston. On Monday he was toastmaster at the banquet held at the Hotel Bradford, and introduced Mayor Curley of Boston and other distinguished speakers. Judge O'Brien is an ex-high chief ranger of the order and has long been active in its affairs.

NORTH ADAMS TRANSCRIPT 9/2/31

In the Right Direction

Mayor Curley's decidedly unoriginal demand for the scalp of the state insurance commissioner—unoriginal because Commissioner Brown's predecessor, Mr. Monk, was forced out of office by the same sort of attack for the same reasons two years ago—is about the sort of reaction that a politician of the Curley type might be expected to manifest to the proposed premium rates on 1932 compulsory automobile insurance in this state which the commissioner has just promulgated.

But while it may enhance Mr. Curley's popularity among short-sighted car owners in districts where the rate increases occur, it is neither a fair nor a constructive form of attack upon what is, from the standpoint of these car owners, a problem.

In establishing the new rates, Commissioner Brown was merely discharging his duty under the law which requires him to determine premium charges each year upon the basis of the accident experience records and claim settlements for the preceding twelve months and his removal from office would no more alter the effects of an actuarial calculation than the removal of Commissioner Monk did two years ago.

If the application of the law as it stands imposes an unwarranted hardship upon any car owners the logical and constructive solution is to change the law, not punish the man who applies it.

If the law is to be changed, the alternatives to be weighed which have so far been advanced are three in number: an abandonment of the compulsory insurance law and the substitution of a so-called financial responsibility measure, the retention of the compulsory law with a statewide flat rate, or the retention of the compulsory law with the premiums determined by the car owner's personal record as a driver rather than by his place of residence.

Since the purpose of a change to any one of these alternatives would be to overcome unwarranted hardships or inequalities, each needs to be examined to determine whether it would achieve that end.

The experiences of other states have quite clearly shown that under financial responsibility laws, premium charges are considerably higher than under the compulsory insurance law of this commonwealth. That alone ought to eliminate this alternative from consideration even if it were not for the really more serious fault than a responsibility law guarantees no indemnity whatever to the victim of a driver's first accident.

To retain the compulsory insurance law but with a flat rate for the entire state would be to multiply rather than overcome its inequities for it would lower the rates for those drivers who, as a class, are responsible for the greatest number of claims against the insurance companies, at the expense of those who, as actual experience has shown, have the fewest accidents and cause the fewest claims.

The surviving and, in any case, the logical alternative is compulsory insurance with a demerit premium rate plan which would fix the cost of each man's insurance according to his own driving record rather than his place of residence, rewarding with a minimum premium charge the driver who operates with such care and under such circumstances that he escapes accidents and putting the cost of the insurance claims upon those whose driving has caused the claims. That is the logical and only absolutely equitable method of determining premium costs, and the state ought to move faster than it has for its adoption.

Meantime, until it does, the method which takes into account the fact that driving conditions in certain territories demonstrably make car owners there poorer and more costly risks for the insurance companies than do conditions in certain other zones, is the next best thing.

Commissioner Brown recognizes both that the determination of rates by individual records is the ideal method and that the determination of rates according to territorial records is the next best thing when he divides the state more finely and increases the number of territories. Every move to multiply the number of zones is a move away from the inequitable lumping of great numbers of drivers in large groups wherein many drivers pay for the claims caused by a few, and a move toward the ultimate creation of a separate district for each driver in which he will pay according to what he himself costs his insurance company.

The merit of the new schedule as promulgated by Commissioner Brown is that it does this; and that, of course, is the reason why the rates which most people will pay in Berkshire and Franklin counties do not rise if they do not actually go down while the costs are boosted materially in the crowded cities where accidents are many times more common and inevitable.

WORCESTER GAZETTE 9/2/31

AUTO INSURANCE RISE IS OPPOSED

Fuller Calls Proposed Rates "Outrageous"—Ely to Broadcast Tuesday

BOSTON, Sept. 2 (INS) — Rumblings of protest throughout Massachusetts over the proposed increase in the new rate schedule of compulsory automobile insurance increased today.

Former Gov. Alvan T. Fuller, under whose administration compulsory automobile insurance became a law, added his voice in opposition to the proposed rate increases by calling them "outrageous" and urging prosecution of "crooked lawyers and doctors who practice conspiracy to collect their swag."

He added that the doctors and lawyers were aided by insurance companies who cared nothing about the size or legality of the claims "because they automatically receive benefits of rates which guarantee a profit."

Fuller, while governor, appointed State Insurance Commissioner Merton L. Brown, who prepared the tentative rate schedule.

Meanwhile, Gov. Joseph B. Ely had no comment to make regarding the increased rates, but stated he would discuss them in a radio address next Tuesday evening at 7.45 o'clock. The governor said he intended to make a thorough study of the entire situation before presenting his views. He will speak for 20 minutes from a radio broadcasting set in his office at the State House.

Mayor James M. Curley demanded that Commissioner Brown be removed from office and other mayors demanded a special session of the Legislature to consider the insurance situation.

Interest was aroused by the announcement of Mayor John J. Murphy of Somerville, calling representatives of cities of the metropolitan area to a mass meeting on Sept. 9, at Somerville City hall. Mayor Murphy assailed the practice of allowing insurance companies rather than state officials to compile statistics.

Chairman Frank A. Goodwin of the finance commission joined the protest movement by making public a table of figures showing the increase on premium rates on small automobiles, and asserted that the fatal accident and injury records were ridiculously small compared to the insurance rates.

NORTH ADAMS TRANSCRIPT 9/2/31

Would Repeal State Auto Insurance Law

Mayor John J. Murphy of Somerville Takes Steps Today to Institute Referendum, Taking Out Papers for Initiative Petition at State House.

Boston, Sept. 2—(A.P.)—Mayor John J. Murphy of Somerville today took steps to institute a referendum on the repeal of the state's compulsory automobile insurance law. He took out papers for an initiative petition at the State House and also made known several of the outstanding points of his contemplated measure.

The 1932 rates for compulsory automobile insurance in Massachusetts were recently announced and showed such a general increase they aroused protests from various sections of the state.

Murphy said his plan would substitute a system of insurance under state supervision which would follow law by which property owners who are aggrieved in land damage cases can obtain compensation from a fund supervised by the land damage court. Murphy said such a system would be constitutional although an almost similar system was declared unconstitutional a year ago.

The Somerville mayor said owners of automobiles would be required to pay into a public fund and persons not contributing would have to supply bonds to satisfy claims in case of accidents. The overhead would be lower than that of the insurance companies and the investigation of accident claims would be done by state motor vehicle inspectors. The bill, Murphy said, would have provisions for protection against fraudulent claims and accidents due to the carelessness of the motorists themselves.

Mayor Sends Protest

Worcester, Mass., Sept. 2—(A.P.)—Mayor Michael J. O'Hara today sent a telegram to Governor Ely, protesting for the city of Worcester against the new automobile insurance rates.

Ely to Discuss Rates

Boston, Sept. 2—(A.P.)—Governor Joseph B. Ely has announced through his secretary that he would broadcast from his office on the night of September 8 on the proposed increase in compulsory automobile insurance rates.

The governor did not say what his attitude would be toward the tentative rates, which carry an increase of approximately 11 per cent. The broadcast was set for 7.45 p. m. eastern daylight time.

Former Governor Alvin T. Fuller, under whose administration the compulsory insurance law was put into effect, said that Governor Ely should call a halt and substitute a plan for reducing claims by "crooked lawyers and doctors." He suggested the prosecution of "crooked lawyers and doctors who practice conspiracy to collect their swag."

Former Registrar of Motor Vehicles Frank A. Goodwin, now chairman of the Boston finance commission, in commenting on the proposed increase, said the rates were made by the insurance companies through the insurance commissioner.

Mayor Curley of Boston, who favors the demerit system whereby the careless driver would pay the larger premium, has ordered Corporation Counsel Samuel Silverman to appear at the public hearing on the proposed rate schedule at the State House, September 11.

In a letter to Governor Ely, Mayor Casassa of Revere characterized the increase as of sufficient importance to warrant your calling a special session of the legislature."

SPRINGFIELD NEWS 9/2/31

SEVEN CITIES MEET RELIEF FOR JOBLESS

Boston Averages $20,000 a Day, Curley Says in Reply to Query

New York, Sept. 2—Seven representative American cities meeting the unemployment problem by providing temporary work for jobless through public improvements and raising the money through municipal bond issues and through donations by the wealthy, a survey showed today.

The mayors of each of the cities, with the exception of Socialist Mayor Daniel W. Hoan of Milwaukee, agreed the problem was one for the municipalities to face.

Statements of the mayors were:—

Frank Murphy of Detroit: "Plans are being completed for putting men to work in the department of parks and boulevards and the department of street cleaning and grading. This city cleanup campaign is in addition to the $10,000,000 which is being raised among Detroit men of wealth to aid the unemployed."

Mayor John Marshall of Cleveland: "The county government may ask for authority to issue bonds to the extent of $1,700,000 for welfare work in addition to $500,000 raised by the city. All forms of street solicitation have been prohibited.

Mayor John C. Porter of Los Angeles "A $5,000,000 bond issue was voted by the citizens, which is being expended in giving work to those persons who have resided in Los Angeles for more than one year."

Mayor Daniel W. Hoan of Milwaukee: "Milwaukee is less affected by unemployment than are other industrial cities and is doing more to provide temporary jobs and alleviate suffering. Obviously the unemployment problem is a task too great for local government."

Mayor George L. Baker of Portland, Ore.: "The voters have authorized a bond issue which will be used in improvements of a needed and permanent nature. Expenditures are being made by a committee of substantial citizens cooperating with the city council."

Mayor James M. Curley, Boston: "Boston averaged between public welfare, soldiers' relief, and institutional aid more than $20,000 a day."

WORCESTER TELEGRAM 9/2/31

BOSTON SALARY BOOSTS BANNED

BOSTON, Sept. 1 (AP)—Mayor James M. Curley notified all city departments today that there would oe no salary increases next year unless economic conditions materially improved, except anniversary increases for patrolmen and fire department privates who have not reached their maximum pay.

FALL RIVER HERALD-NEWS 9/2/31

DENIED MORE PAY

BOSTON, Sept. 2 (AP)—Mayor James M. Curley notified all city departments yesterday that there would be no salary increases next year unless economic conditions materially improved except anniversary increases for patrolmen and fire department privates who have not reached their maximum pay.

BOSTON TIMES 9/2/31

What Mayors Bent and Curley said about the proposed auto rate wasn't a marker compared with some of the statements by thousands of citizens, even some of the more humble.

LAWRENCE TRIBUNE 9/2/31

GOODWIN JOINS IN PROTEST AGAINST NEW AUTO RATES

Declares It Apparent That Car Owners of Large Cities Are Ones Who Are Being "Systematically Pillaged"

BOSTON, Sept. 1 (AP)—Frank A. Goodwin, chairman of the Boston Finance commission, and former state registrar of motor vehicles, commenting today on the proposed increased rates for automobile compulsory insurance, said the rates were made by the insurance companies through the insurance commissioner.

The former registrar added his protest to that of Mayor Curley of Boston, Mayor Casassa of Revere, and scores of others. Mayor Curley characterized the proposed average increase of 11 per cent as unwarranted and outrageous.

"It is apparent", Goodwin said, "that the car owners of the large cities, particularly those in the metropolitan area, are the ones who are being systematically pillaged out of all proportion to the increase in accidents, according to the records at the registry department."

Submitting a table of rates for low price automobiles for the various years since compulsory insurance has been in effect, he said the increases in certain cities were astounding. The increases in accidents in Suffolk and Middlesex counties, he said, were ridiculously small as compared with the increase in rates.

"Each year", the statement continued, "the automobile owners howl at the increases, but do nothing. They pay the rates and forget it until the next year. In other words, the automobile owners are asleep while insurance people work while they sleep.

"It will be noticed that the increase in rates in Chelsea has been 200 per cent; in Revere, 151 per cent, and in Boston, 110 per cent." Fatal accidents in Suffolk county, which includes all three cities, totaled 130 in 1930, and 134 in 1929. In 1927, when compulsory insurance went into effect, the total was 126, and in 1928, 135.

Injuries for 1930 totaled 13,803, as against 12,304 for 1929. The total in 1927, was 8,447, and for 1928, 12,671.

The increase in rates for low priced cars from 1927 to 1930 he listed as follows: Chelsea, $58; Revere, $44; Boston, $32; Everett, $23; Lynn, $21; Lowell, $15; Worcester, $8; Marlboro, $14; Lawrence, $4; Springfield, $4; Haverhill, $3; New Bedford, $1.

Mayor Curley announced he had instructed corporation counsel Samuel Silverman to appear at the public hearing on the proposed rate schedule at the State House, September 11, to fight the "audacious, unwarranted, and outrageous rate."

The mayor said he favored compulsory insurance but not the present law because of its "apparent inequity." He complained of the short time in which the public has to prepare statistics to fight the proposed schedule. The rates are promulgated Sept. 15.

"I am satisfied", said the mayor, "that the commonwealth must establish the demerit system, so-called, whereby the careless driver is required to pay a higher premium than the careful driver. If this system is not placed on the statute books, then the next step is some form of state insurance."

Mayor Casassa, in a letter of protest to Governor Ely, said the proposed increase was a blow to the people of Massachusetts and "of sufficient importance to warrant your calling a special session of the legislature."

Governor Ely, now on vacation, issued a statement through his secretary. "I have nothing to say concerning the tentative schedule of rates at the present time," it said. "I may have something to say later in the week, possibly nothing to say before next week."

Former Governor Alvin T. Fuller, under whose administration the compulsory insurance law was put into effect said that Governor Ely should order a halt and substitute a plan for reducing claims by prosecuting "crooked lawyers and doctors who practice conspiracy to collect their swag.

He scored medical and bar associations for allowing "crooked members" to go unpunished and said the insurance companies do not give a "tinkers hurrah" how much the claims are or whether they are fraudulent because automatically the insurance companies "who maintain the most expensive lobby at the state house, receive the benefits of rates that guarantee them a profit over and above the claims."

"These crooked claims of which there is evidence by the thousands", the former Governor said, "are introduced by crooked lawyers by the thousands and sworn to and abetted by crooked doctors in cases by the thousands, or at least by doctors who commit perjury under oath for a fee, their fee varying according to the swag collected through the insurance companies.

Governor to Discuss Rates

BOSTON, Sept. 1 (AP)—Governor Joseph B. Ely announced through his secretary tonight that he would broadcast from his office a week from tonight, Tuesday, September 8, on the tentative automobile insurance rates announced yesterday. The rates carried an average increase of 11 per cent over this year's but Governor Ely did not reveal what his attitude would be toward them. The time of the broadcast was set for 7:45 P. M. eastern daylight time.

LOWELL COURIER-CITIZEN 9/2/31

SEES INSURANCE BY STATE IN THE FUTURE

BOSTON, Sept. 1 (AP).—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "inequitable" and called upon the public and the corporation counsel of communities throughout the state to protest and take action.

"I have directed Corporation Counsel Samuel Silverman to appear at the hearing to protest against these increases and call to the attention of the public the unfairness of the present statutory situation as well as the inequality of the rates established," said Mayor Curley. "Singling out the owners of the lower priced cars for an increase eight times as great as that imposed upon the owners of higher priced cars is unquestionably predicated upon the belief that if the imposition were reversed the opposition would be too formidable." The mayor referred to an increase of $8 on lower priced cars as compared to an increase of $1 on higher priced car insurance in Boston in the new rates.

Mayor Curley said if corporation counsel of the municipalities would co-operate with Silverman "an audacious, unwarranted and outrageous rate upon those who can least afford an increase in taxation" will be prevented. He said an aroused public was the only effective means of bringing about the removal of the present insurance commissioner and repeal of the existing law. He criticized the 15-day period allowed in which to lodge protest against the new rates.

LYNN ITEM 9/2/31

BOSTON.—Mayor Curley notifies all city departments that there will be no salary increases next year unless economic conditions materially improve.

SPRINGFIELD UNION 9/2/31

Death Penalty for Armed Robbers

Aroused to a high pitch of anger by the recent succession of armed robberies in Boston and its vicinity and by the murder of a 70 years old storekeeper by armed thugs, the Boston City Council has adopted an order directing the Corporation Counsel to draft a bill for presentation to the incoming Legislature through Mayor Curley, making death in the electric chair the maximum penalty for armed robbery.

The member who introduced the order declared that conditions in the Roxbury district were so dangerous that he would not dare to send a member of his family to a nearby store after 9 o'clock in the evening. Besides the case of the 70 years old man, who was killed in a $15 robbery, he cited cases in which storekeepers narrowly escaped killing for even smaller sums.

The speedy passage of the order indicated the extent to which the City Council was stirred over the situation. However, it is by no means certain that the extreme measure proposed is either necessary or the right cure for the situation or that it will meet with favorable consideration in the Legislature.

The law already provides the death penalty for murder committed in the course of a robbery or other felony, and in some instances it has been enforced with salutary effect, as in the case of the notorious "carbarn bandits" a few years ago. The famous Bertram Spencer case in Springfield was another notable example. For armed robbery also the existing laws carry severe penalties and all that seems to be required is their strict enforcement.

The first essential, however, is the capture of the robbers and it is difficult to see how that is to be expedited by a change in the maximum penalty from life imprisonment for the habitual criminal to a death sentence for any armed robber. What seems to be needed, especially in the Boston area, is a more efficient method of rounding up the armed thugs and bandits and after that a sterner application of the law by prosecuting officers, juries and judges.

In the eastern part of the State there have been many cases of apparently unwarranted leniency, not only in dealing with armed robbers but also with murderers, and it is impossible to shake off the conviction that this mistaken clemency has served only as a further incitation to crimes of violence. The growing practise of accepting second degree pleas in murder cases which obviously belong in the first degree category and of substituting manslaughter for murder charges in other cases has been sharply and deservedly criticized. Similarly in many cases of known or suspected banditry the culprits have been let off with jail sentences for carrying concealed weapons.

This soft-hearted manner of dealing with actual and potential murderers is not in keeping with either the spirit or the letter of existing law and the results do not seem to show that it has any deterrent qualities.

PROVIDENCE JOURNAL 9/2/31

Mayors Today May Discuss New Auto Insurance Rates

Massachusetts Municipal Executives' Club to Have Annual Outing at New Bedord; Likely to Name Committee to Protest

The proposed new automobile liability insurance rates for 1932 in Massachusetts may be discussed today at the annual outing of the Mayors' Club of Massachusetts at New Bedford, in the opinion of Mayor Daniel F. Sullivan of Fall River. It is likely, the Mayor believes, that the Mayors may name a committee to appear at the hearing to represent the cdlub and express the sentiment of the members.

Mayor Sullivan declined last night to comment on the proposal of Mayor James M. Curley of Boston that the present law be repealed and a demerit system substituted.

Under the proposed new rates, Fall River and Somerset automobile owners would pay higher rates than now obtain, the increases ranging from $4 to $7, while New Bedford automobile owners will pay the same on light cars and $4 less on both medium and heavy machines. Fall River is rated with Worcester, Holyoke, Somerset, Chicopee and South Hadley in Class 11. New Bedford is in Class 17 with Acushnet, Dartmouth and Fairhaven in its own district and the following towns from the Worcester District: Auburn, Boylston, Grafton, Holden, Leicester, Millbury, Paxton, Shresbury and West Boylston.

The cities of Taunton and Attleboro are in the last and lowest-priced group, Class 8, with rates $14, $9 and $13 less than in Fall River for light, medium and heavy cars respectively. The rates are $16, $21 and $27 against $30, $32 and $40.

In the last class also are the following towns fro mthe Fall River district: Assonet, Freetown, Rehoboth, Swansea, Seekonk, Dighton, Westport and North Attleboro.

The rate on light cars in Fall River, $23 last year, jumps $7, while it remains at $23 for New Bedford. Medium car rates rise from $28 to $32 and in New Bedford drops from $28 to $24. Rates on heavy cars advance in Fall River from $34 to $40, but in New Bedford drop from $34 to $30.

The hearing is to be held at 10:30 o'clock on the morning of Sept. 11 in the Gardner Auditorium, State House.

Announcement of the new and generally higher rates, with rises of $16 to $34 in some cities, has caused a storm of protest, with demands in some instances for repeal of the compulsory liability insurance law.

Instead of seeking an improvement by changing the penalty it might be well to try the experiment of enforcing the penalties already provided by law, especially for murder in the first degree. After that has been given a fair trial there will be time enough, if the need requires, to consider the question of inflicting the death penalty on armed robbers and the possibility of getting juries to convict and judges to sentence the bandits to the electric chair.

LOWELL SUN 9/2/31

REFUSES TO SHIELD RECKLESS DRIVERS

Registrar Ryan has shown firmness in the enforcement of the motor laws in refusing to hush up the facts in a case in which Mayor Curley's chauffeur was guilty of "driving in an improper and negligent manner" in Boston. City hall officials appealed t the inspectors for leniency in behalf of the driver and requested also that the facts be withheld from the press; but this, too, was refused by Registrar Ryan.

Marks on the street in Boston on which the mayor s car skidded and ran up on the sidewalk, indicated that the car was moving at a very high speed at the time of the accident.

The driver s id he lost control of the car; but w s, he did not explain. It may have been due to fast driving or some other cause.

9/2/31

GREEN FIELD RECORDER

CURLEY BANS SALARY BOOSTS

BOSTON, Sept. 2. (AP)—Mayor James M. Curley notified all city departments yesterday that there would be no salary increases next year unless economic conditions materially improved, except anniversary increases for patrolmen and fire department privates who have not reached their maximum pay.

BOSTON—Mayor James M. Curley has notified all city departments that there would be no salary increases next year unless economic conditions materially improved, except anniversary increases for patrolmen and fire department privates who have not reached their maximum pay.

PROVIDENCE JOURNAL 9/2/31

MAYORS EXPLAIN PLANS TO HELP UNEMPLOYED

Bond Issues Cited as Means of Putting Men to Work.

New York, Sept. 1.—(UP)—Mayors of seven representative American cities issued statements through the United Press today, telling of their plans to alleviate unemployment in the present crisis.

With one exception, Socialist Mayor Daniel W. Hoan of Milwaukee, the executives said they regarded the problem of unemployment as one which the local governments themselves would have to solve by creating jobs and through charitable organizations.

Mayor John D. Marshall of Cleveland reported that in his city all form of street solicitation had been prohibited.

"The county government," Marshall said, "may ask for authority to issue bonds to the extent of $1,700,000 for welfare work."

This would be in addition to the half-million dollars already raised by the city government.

"It is probable that the city and the county government, or perhaps both, may be compelled to submit to the voters an additional tax levy to finance relief measures during the coming winter."

Mayor Murphy of Detroit:

"Plans are being completed for the putting to work of 12,000 men in the department of parks and boulevards and the department of street cleaning and grading. This city clean-up campaign is in addition to the $10,000,000 which is being raised among Detroit men of wealth to aid the unemployed."

Mayor John C. Porter of Los Angeles:

"In order to solve the unemployment question in Los Angeles a $5,000,000 bond issue was voted by the citizens, which is being expended in giving work to those persons who have resided in Los Angeles for more than one year. The fund is being used almost entirely for labor in improving streets, parks and playgrounds."

Mayor Daniel W. Hoan, Milwaukee:

"Milwaukee is less affected by unemployment than are other industrial cities and is doing more to provide temporary jobs and alleviate suffering. Obviously the unemployment problem is a task far too great for local governments, as now constituted, to cope with. As a result relief measures are utterly inadequate and nothing that can be done locally will prove to be more than a temporary palliative. The only permanent solution is a marked decrease in the hours of work with the same or even greater rate of pay."

Mayor George L. Baker of Portland, Or.:

"Portland has spent a great deal of money up to this time and the voters have authorized a bond issue which will be used in improvements of a needed and permanent nature. This money is being conserved in anticipation of bad conditions this winter. The expenditures are being made by a committee of substantial citizens co-operating with the City Council."

Mayor Angelo J. Rossi, San Francisco:

"San Francisco has felt the unemployment stringency less than any city in the United States. Bond issues of $2,500,000 were voted early in 1931 to take care of the unemployment situation, and during the depression no one has gone hungry. Work has been provided for about 25,000, heads of families being given preference."

Mayor James A. Curley, Boston:

"This year from the first day of January Boston has averaged between public welfare, soldiers' relief and institutional aid more than $20,000 every day, or an approximation for the year of between six and seven million dollars."

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GLOUCESTER TIMES 9/2/31

ROSEVELT BOOM LAUNCHED

Mayor Curley formally launched the Roosevelt boom at Lexington last Saturday. His political judgment seems excellent, for Franklin D. Roosevelt certainly is the best candidate whom the Democrats can bring forward. If not exactly electric and inspiring, he is certainly safe, sane and sober. Under the circumstances, he has a chance for election and that, we feel, is more than can be said of any other Democratic candidate. Mayor Curley did well to rebuke the Democratic factions which are standing out for other candidates. He naturally praised very highly Governor Roosevelt's scheme for raising $20,000,000 to relieve unemployment which may be the best scheme for New York. Nevertheless, in New York as in Massachusetts, the real burden must fall on the cities and towns themselves.

Mr. Curley, however, could not lose the opportunity to indulge in some wild, spread eagle talk of a typically political nature. Here was too good a chance to indulge in a political attack on President Hoover, which will not at all disturb that earnest man, laboring with real problems in the White House. It is perhaps unkind to examine minutely a political speech of this nature. We are expected to listen patiently to this kind of address, and make no audible objections to misstatements of fact or wrong logic. One must, however, smile when Mayor Curley puts it on so thick as to speak of the "new enemy in Washington." He can mean no other than the President and his administration. The aggressive mayor calls the arrangement of the moratorium a "blundering act." The country and the world hardly agree with him. He deplores any economy in Washington at this time, and thus places himself on record as opposed to balancing the budget, a transaction which will be found in the end as important in the United States as in England. Mr. Curley wants an extra session of Congress an event which is regarded with dismay by most conservative people, and says the depression could have been ended at any time in the last 12 months if we were not lacking in national leadership. With such bizarre opinions, Mr. Curley regaled us at Lexington.

QUINCY PATRIOT-LEDGER 9/2/31

Unfixabl Officials

By rights there should be nothing worth special mention in the fact that Morgan T. Ryan, state registrar of motor vehicles, and Max Jacobs, one of his inspectors, refused to quash or mitigate their official action against Mayor Curley's chauffeur after the chauffeur had been brought to book for "driving in an improper and negligent manner" early one morning recently in Roxbury. Nevertheless, the resistance of these important state officers to efforts seeking to induce them to "go easy" in the reporting and penalizing of the chauffeur's misdeeds is sufficiently out of the usual to get them top-column page-one news position in one of the leading Boston papers. If this doesn't prove that unfixable officials are the exception rather than the rule, then the newspaper fellows don't know what's what.

Anyway, it is heartening and refreshing to have this new proof that Registrar Ryan and his men see and hold to their public duty impartially, in spite of the efforts of even an assistant corporation counsel of the city, seconded by another member of the city law department, urging them to forsake their duty in order to be "good fellows" to a member of the Boston mayor's official family. Sturdy, unfaltering devotion to the public interest will never let up on an offender just because he happens to be known to high officials or influential politicians. If it does, then good bye to the effectiveness of all laws and all regulation. Thereafter those things become merely the bugbear of the poor and obscure, an unfair threat to the ordinary law-abiding citizen, or a part of the big machinery of graft. How are our motor laws ever going to safeguard the public if mayor's chauffeurs, driving home late at night, are to be immune from penalty and publicity? The mayor who would not have his favorite chauffeur held answerable to all restrictions that are deemed advisable for the general public raises a doubt as to his own willingness to abide by the law.

Registrar Ryan deserves commendation, for himself and for every member of his staff who stands by the regulations and stands off the "fixers." The registrar's "unfixableness" in this little jam with the mayor's chauffeur, no less than his firmness and sanity in penalizing the Pan American air pilot who tried to complete a regular Halifax-Boston flight the other day in spite of "impossible weather" and "a full load of passengers," are pretty good evidence that this official is the right sort of man for the place. More power to him.

LYNN ITEM 9/2/31

HAS PREPARED 500 PRIESTS

Rev. Francis J. Burns, S.J., D.D. Is Professor of Theology In Seminary.

Rev. Francis J. Burns, S. J., D. D., who has helped prepare more than 500 boys for the priesthood during the past nine years, has been a visitor in Lynn during the past week. Fr. Burns, who is a professor of theology at St. Paul's Seminary, Minnesota, is the guest of his cousin, Mrs. Catherine Callahan, 7 Rockland street.

Recognized as one of the most able preachers and writers in the West, he has established a reputation as a teacher. Although but 43 years of age, he has studied in Rome and visited several European countries, traveling extensively abroad. He speaks six languages fluently.

Rev. Fr. Burns celebrated the 11.30 o'clock mass. Sunday, at St. Joseph's church, and also preached the sermon. This was his first opportunity to preach in the archidiocese of Boston.

Prior to his Lynn visit, Rev. Fr. Burns visited New York, where he had an audience with Cardinal Patrick Hayes. He also met Alfred E. Smith, former governor of New York. Later visiting Boston, he was greeted by Mayor James Curley.

During his stay here he has visited several points of interest along the North and South Shores, and was favorably impressed with the natural beauties of Greater Lynn and its beaches. Tuesday he visited Hampton Beach, N. H., as the guest of Police Sergeant and Mrs. John P. Hines, 63 Adams street. Mrs. Hines is a niece of Fr. Burns.

Monday evening he was the dinner guest of Mr. and Mrs. Hines. A feature was a large cake with the words, "Welcome Father Burns," inscribed in frosting.

Rev. Fr. Burns plans to leave Lynn Friday and will return for the resumption of studies at the seminary.

ATTLEBORO SUN 9/5/31

LOCAL BANK JOINS IN CURLEY'S PLAN

The Attleboro Co-operative bank is one of 21 banking institutions in this state to join Mayor Curley of Boston in his plan to add to existing mortgages on residential property the unpaid taxes for which properties have been advertised to be sold.

The mayor issued a statement yesterday urging all delinquent taxpayers immediately to seek the assistance of the banks which hold mortgages on their homes and ask for sufficient additional money with which to meet tax bills.

NEW BEDFORD MERCURY 9/2/31

CURLEY ASKS WAR ON AUTO RATES

Boston, Sept. 1 (AP)—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "inequitable" and called upon the public and the corporation counsel or communities throughout the state to protest and take action.

"I have directed Corporation Counsel Samuel Silverman to appear at the hearing to protest against these inceases and call to the attention of the public the unfairness of the present statutory situation as well as the inequality of the rates established," said Mayor Curley. "Singling out the owners of the lower priced cars for an increase eight times as great as that imposed upon the owners of higher prnced cars is unquestionably predicated upon the belief that if the imposition were reversed the opposition would be too formidable." The mayor referred to an increase of $8 on lower priced cars as compared to an increase of $1 on higher priced car insurance in Boston in the new rates.

Mayor Curley said if corporation counsel of the municipalities would co-operate with Silverman, "an audacious, unwarranted and outrageous rate upon those who can least afford an increase in taxation" will be prevented. He said an aroused public was the only affective means of bringing about the removal of the present insurance commissioner and repeal of the existing law. He criticized the 15 day period allowed in which to lodge protest against the new rates.

LOWELL SUN 9/4/31

Curley Issues Conference Call

Invites Mayors and Selectmen To Discuss New Auto Insurance Rates

BOSTON, Sept. 4 (AP)—Mayor James M. Curley has called a meeting of mayors and chairmen of boards of selectmen throughout Massachusetts to discuss the proposed automobile liability insurance rates. The conference has been called for Wednesday in the Boston city hall.

Mayor Curley said the purpose of the meeting was to arrive at a definite program for opposition of the proposed rates. If a decision is reached, he said, a request will be made to Governor Ely to call a special session of the state legislature to consider the plan evolved.

Three plans are to be discussed, the mayor said. They are: a state insurance department to compete with private companies; the Connecticut demerit system; and a uniform rate for the entire state.

SPRINGFIELD NEWS 9/4/31

CURLEY MAPS DEFENSES FOR FIGHT AGAINST CAR INSURANCE

Calls Mayors of Several Cities to Mass Meeting in Boston

Boston, Sept. 4—Galvanizing his verbal protests into action, Mayor James M. Curley today summoned the mayors of various cities and towns to a mass meeting at city hall next Wednesday to prepare a front line offense against the proposed increases in the 1932 compulsory automobile insurance rates.

At the same time, Mayor John J. Whalen of Chelsea, in which city the highest increases were proposed, went to the State House for a conference with Insurance Commissioner Merton L. Brown to ask why rates should be increased in Chelsea to such an extent.

In a letter to Gov Joseph B. Ely, Mayor Whalen charged the rates for his city exorbitant and appealed for a special session of the Legislature.

State Senator Conde Brodbine of Revere worked out a plan, for filing at the State House today, under which the zone system would be abolished, a flat rate would be applied on all types of automobiles, and owners involved in accidents would subsequently pay higher premiums.

The meeting called by Mayor Curley, it was announced, was for the purpose of "discussing the proposed insurance rates and to determine some definite program with a view to petitioning Gov Ely to call a special session of the Legislature to enact such remedial legislation as will eliminate the present unfair, unreasonable and discriminatory system of insurance rates."

No specific program will be advanced, but three suggestions will be advanced for discussion. They are: Adoption of the demerit system, as used in Connecticut, in which the rate burden is placed on reckless drivers, the adoption of a state insurance fund to lower rates through competing with private companies, as advanced by Chairman Frank A. Goodwin, of the Boston Finance commission; and the abolishing of the present zone system in favor of a uniform rate.

WAKEFIELD ITEM 9/1/31

Wakefield Gets Lighter Increases on Auto Rates Than Many Other Places

$2 Raise for Light Cars, $1 for Heavy Cars, While Medium Car Rate Is Reduced $1 -- Other Parts of Met'politan Boston Hit

The new automobile insurance rates for 1932 were announced, this morning, by Insurance Commissioner Brown, and immediately started a storm of protest because of the exhorbitant increases in many communities, not only those nearer Boston, where there are more automobiles registered, but in many communities hitherto classed as rural, with low rates.

Wakefield is not nearly as hard hit as most other places in this vicinity. There is a two-dollar increase on the insurance for light cars in Wakefield and a one-dollar increase on heavy cars, but a one-dollar decrease on medium-weight cars.

Wakefield is in District 10, a new district, which also includes Arlington, Belmont, Dedham, Melrose, Milton, Newton, Quincy, Salem, Waltham, Watertown, Winchester, and Woburn. In this district the rate for light cars goes from $32, this year, to $34 for next year. The rate for heavy cars rises one dollar, from $44 to $45, but the rate for medium-weight cars is reduced one dollar, from $37, this year, to $36 proposed for next year.

Practically the entire state has been redistricted. Several communities, which were formerly with others in certain districts, are by themselves. The neighboring town of Stoneham, for instance, is in district 12, but has special rates, and is favored with reductions of $2 on light cars, $6 on medium cars and $5 on heavy cars.

The adjoining town of Reading gets a $5 increase on light cars, a $1 increase on medium cars, and a $3 increase on heavy cars, but its neighbor, North Reading, is hard hit. North Reading gets a $12 increase on light cars, a $10 increase on medium cars, and a $13 increase on heavy cars. This is one of the biggest increases in all three classes in the entire new schedule of rates, except in such places as Chelsea, Revere, Boston, and Everett, Malden, Somerville, and Cambridge, all of which are heavily increased.

The general increase over the state is 11 per cent, but in some of the communities nearer Boston, it runs as high as 44 per cent. In Malden the rate on passenger cars goes up 40 per cent and in Chelsea it rises 35 per cent. Metropolitan Boston is generally hard hit.

Insurance Commissioner Brown, of course, claims that the proposed rates are much lower than those asked for by the insurance companies.

The eight former zones into which the state was divided have been discarded and eighteen new territories substituted.

Public officials in Greater Boston and the automobile interests are quite generally demanding relief, Legislative action, adoption of the demerit system, and in some cases, led by Mayor Curley of Boston, the removal of Insurance Commissioner Brown.

SALEM NEWS 9/1/31

CURLEY DRIVER LOSES LICENSE FOR FEW DAYS

Registrar Ryan Ignores Plea for Leniency; Smashed Into Fence and Wrecked the Front of Auto

Boston, Sept. 1—Ignoring a plea for leniency from City hall, Morgan T. Ryan, registrar of motor vehicles, yesterday suspended the driver's license of Charles E. Manion, Mayor Curley's chauffeur, for five days. The penalty was inflicted for "driving in an improper and negligent manner" early last Wednesday in Roxbury.

The suspension was ordered yesterday after a hearing on the accident in which Manion was involved. The records of the hearing disclosed that Max Jacobs, the motor vehicle inspector who investigated the case, had been summoned to the office of the corporation counsel last week and urged by H. Murray Pakulski, an assistant corporation counsel, to be lenient in his report.

Mr. Ryan, the record reveals, declared that Pakulski had no right to summon the inspector for any such discussion of the case. Although requested by Hale Power, another member of the city's law department who appeared as counsel for Manion at yesterday's hearing, to withhold details of the hearing from the press, Mr. Ryan said that they were part of the public records and accordingly available for any authorized individual who might care to examine them.

The record of the hearing showed that the mayor's automobile had left tire skid marks for 31 feet on Townsend street and 17½ feet on the sidewalk before it smashed into an iron fence and wrecked the front of the car. Under examination Manion admitted that he had been driving at a rate of 35 miles an hour when he lost control.

Sergt Frank Sullivan and Patrolman John F. Tobin of Station nine and three other witnesses declared that the car had been moving at a faster rate of speed. The inspector's report indicated that it had been to the left of centre of the street before [illegible]

LOWELL SUN 9/1/31

Make Plans For Protest Meeting

Dan O'Dea, President of Lowell Association, Favors Demerit System

Declares Zooming Insurance Rates Are Driving Small Car Owners Off Road

Strong protest against the increase in compulsory automobile insurance rates for 1932 was voiced today by Daniel D. O'Dea, president of the Lowell Automobile Dealers association. Mr. O'Dea has called a meeting of the association for this afternoon or tomorrow morning, and says that definite action will be taken to frustrate the attempts of Insurance Commissioner Brown to raise the rates in this district. A formal protest against the 40 per cent increase will be drawn up, and copies will be forwarded to the legislature, the governor and Commissioner Brown.

Mr. O'Dea says that his association feels the small-car owner is rapidly being driven from the road by the exorbitant insurance rates. "The small-car owners are in a vast majority on the roads today," he said, "and with the regular increases in insurance rates imposed upon these people, it appears that they will eventually be driven from the road entirely.

"There is no reason to expect that rates will not increase next year. The only remedy for these increasing rates sems to be in the adoption of the demerit insurance system, advocated by Mayor Curley of Boston. It seems hardly fair that a conscientious, cautious driver, who makes no use of his insurance, should pay for the indiscretions of another driver who is wild and daring on the road.

"I feel that the present system of insurance has proved fundamentally unsound, and feel convinced that an immediate change [illegible]

COMPARISON OF RATES

According to the new schedule of automobile insurance rates announced yesterday by Commissioner Brown, Lowell owners will be hard hit, as indicated by the table below.

The increase in Boston would be: $8 in W class, $8 in X class, and $1 in Y class. Other large cities, their rates for this year, and that proposed for next year are:

	1931			1932		
	W	X	Y	W	X	Y
Worcester	23	28	34	30	32	40
Springfield	23	28	34	26	28	35
Lawrence	25	30	36	29	31	38
New Bedford	23	28	34	23	24	30
Lowell	**25**	**30**	**36**	**37**	**40**	**49**
Lynn	32	37	34	43	45	56
Fall River	23	28	34	30	32	40
Brockton	25	30	36	30	31	39
Haverhill	25	30	36	25	26	32
Quincy	32	37	44	34	36	45
Salem	32	37	44	34	36	45
233 cities and towns in territory No. 18	16	23	27	16	21	27

GREEN FIELD RECORDER 9/1/31

Schools' Opening Delayed To Sept. 21; Report One Suspected Paralysis Case

Decision on Schools Reached After Conference With Health Board; Holy Trinity School to Delay Scheduled Opening --- Scouts Postpone Meet

Greenfield public schools will open Sept. 21, instead of the scheduled date of Sept. 9. This decision was reached by the school committee last night, following a conference on the infantile paralysis situation with members of the board of health. One suspected case in Greenfield and a positive one in Shelburne Falls were reported today.

Hayes Issues Statement

The statement of Chairman Timothy M. Hayes of the school committee follows:

"As an extra measure of precaution and as a preventive measure it has been decided by the school committee to postpone the opening of the public schools in Greenfield until Monday, Sept. 21st.

"This decision was made after conferring with and receiving the advice of the board of health.

"It was pointed out that the schools would have been open but seven days up to September 21st on account of the short Labor day week and the schedule closing on Wednesday, Sept. 16th, for the Franklin County fair.

"It was stated that this time will probably be made up to meet the state requirements as to the number of days in the school year by shortening the Christmas recess and rearranging the two spring vacations."

Dr. Hayes' Letter

The Greenfield board of health, over signature of Dr. Arthur W. Hayes, chairman, made public the following letter under today's date to Chairman Hayes and Rev. P. J. Meehan, Holy Trinity school:

"As you no doubt know, an epidemic of infantile paralysis of unusual proportions exists in Greenfield at the present time.

"According to present medical opinion, this disease is spread by personal contact. Obviously a school building housing a large number of children must increase innumerably these contacts.

"For these reasons we believe that it is imprudent to open the Greenfield schools at the present time and advise your committee to defer such action until the epidemic appears to have been terminated."

Situation Watched

School authorities here have been watching the situation for some time. Supt. Frederick W. Porter about ten days ago, when cases were beginning to multiply rapidly, wrote State Commissioner of Health Bigelow requesting an opinion. Dr. Bigelow's office then replied with his earlier public statement that danger of contracting the disease did not appear to be increased with the opening of schools but advised against large gatherings. Since that time about a score of cases have appeared in Greenfield or vicinity.

Several school heads have been watching the local situation. It was understood the Mt. Hermon school had made inquiry as to whether the local schools would delay opening, presumably with the thought of taking similar action.

Scouts Postpone Meet

No formal statement was issued today by the Holy Trinity school but it was understood that the scheduled opening would be delayed until the parish is advised by local health authorities that sessions may be resumed without undue risk.

The Boy scout field day committee, which had planned events for Sept. 12 last evening postponed the county meet to Oct. 3. Several county troops who had intended to enter signified they wished to withdraw because of the epidemic. Because of a desire for general participation, the event was set ahead three weeks.

Troop 2 of the Scouts will omit its regular meeting this week because of the epidemic.

Case in Shelburne Falls

Shelburne Falls furnished the only case of infantile paralysis reported by the board of health today, when Christina Baxter, four-month-old daughter of Mr. and Mrs. William Baxter, was admitted to the isolation hospital. Another local case was listed as a suspect and the case of Russell Menard of the Greenfield Meadows has not yet been definitely diagnosed as infantile paralysis.

The board of health of Gill has warned residents of that town regarding holding public gatherings and the flower show which was to have been held in the Bernardston town hall on Thursday, has been postponed as a precautionary measure.

Holyoke Schools Not to Open

Continued spread of infantile paralysis yesterday in Holyoke caused Mayor William T. Dillon to request the school department to delay the opening of schools one week. The request was made after a conference with the health department and the school authorities and was favorably acted upon last evening by the school committee. Eight new cases were treated yesterday in Holyoke bringing the epidemic total to 42 cases.

At Worcester yesterday a "bleeding" clinic was held at which 39 blood donors voluntered. Of these, 19 were used and the other 17, mostly young children, were placed on a reserve list. The number of positive cases in that city rose to 13 yesterday, two news cases being reported.

The continued prevalence of infantile paralysis in New York city today caused Health Commissioner Shirlie W. Wynne to request postponement of the opening of public schools from Monday, Sept. 14 to Tuesday, Sept. 22.

Councillor Dowd of the Boston City council yesterday introduced an order, which if passed, calls upon Mayor Curley to request the school committee to postpone the reopening of the public schools to Oct. 1, because of the infantile conditions.

Two new paralysis cases were reported in Easthampton yesterday and the victims were taken to the Cooley Dickinson hospital in Northampton. Yesterday's cases brought the total to seven in three weeks.

The fourth case of paralysis was reported in Amherst last night when diagnosed by a local doctor and the victim taken to a hospital in Holyoke.

BROCKTON ENTERPRISE 9/1/31

C. R. WHITE TO GIVE ADDRESS

Will Represent Mayor Bent on Port of Boston Occasion.

An address by Carleton R. White will head the special performance at the Brockton Theatre on to-morrow night, given in behalf of the local division of the Port of Boston Society.

Mr. White has been appointed by Mayor Bent to represent him on this occasion. John T. Scully, director of industry for the City of Boston, will also speak. Sound pictures of the Port of Boston will be shown in addition to a programme arranged by J. J. Cahill, theatre manager. Arthur Martel, who will be pleasantly remembered by Brockton audiences, and now organist at the Metropolitan Theatre, Boston, will present an organ recital.

This occasion is a part of a New England-wide movement to arouse the public to the importance of increased port activities in this section and the bearing this increase will have upon the future prosperity of New England. The Publix theatres have co-operated by allowing their theatres to be used for these special shows, which are to be held in all of the principal cities in the northeastern section.

Blundon Willis, representing Mayor Curley and his Commercial, Industrial & Publicity Bureau, who are sponsors of the port movement, has been in Brockton for the past few days arranging to-morrow night's show which will follow the regular evening performance at the Brockton. It is scheduled to start at 11:15 P. M. There will be no admission charge and the public is invited to

BROCKTON TIMES 8/31/31

Organize a Local Division of Port of Boston Society

An interesting program has been arranged for the special show at the Brockton theatre Wednesday night at 11.15 in honor of the local division of the Port of Boston Society which is now being formed under the direction of Blundon Wills, representing Mayor James M. Curley and the Commercial, Industrial and Publicity Bureau of Boston.

Mr. Wills says the new society has one definite goal in view, namely, a four day sailing service to Europe with trunk line rail connections serving New England from all parts of the United States.

There will be no admission charge and the public is cordially invited to attend. In addition to other entertaining features the program will include recent sound pictures made of the port of Boston and a pipe organ recital by Arthur Martel, premier organist from the Metropolitan theatre in Boston.

WORCESTER GAZETTE 8/31/31

EMPLOYMENT WARNING IS VOICED BY CURLEY

BOSTON, Aug. 31 (AP)—Work and wages must be provided the people of America "or we will turn the country over to the Bolshevists," Mayor James M. Curley said today in an address before the opening session of the four-day convention of the Fraternal Order of Foresters of America.

About a 1000 delegates from all parts of the country are in attendance.

Mayor Curley spoke of a five-day week as "one of the constructive remedies" for unemployment. He urged the delegates to work for legislation which would create a federal industrial planning board to prevent recurrence of the present industrial depression.

He said the supplanting by chain stores of old-time merchants and grocers, who extended credit, worked an additional hardship on unemployed.

LOWELL SUN 8/31/31

ENDORSES ROOSEVELT

At a meeting of the Mohawk club in Lexington Saturday, Mayor James M. Curley of Boston made a vigorous speech in behalf of the candidacy of Gov. Roosevelt of New York for president. Among those present at the gathering was James Roosevelt, son of the governor, who is now a resident of Cambridge. Francis X. Tyrrell of Chelsea was the presiding officer. James F. Heslin of this city is grand sachem of the organization, and Arthur L. Mulvey, treasurer.

SPRINGFIELD NEWS 9/1/31

DRASTIC RAISE IN AUTO INSURANCE

Announcement of an increase in compulsory auto insurance rates, amounting in some instances to 44 per cent, has provided opponents of the insurance law with the ammunition they need in a fight to wipe the obnoxious statute from the books.

Public officials and automobile dealers throughout the state, and particularly those in the Boston area, launched instant and vigorous protest when the new rate schedule was given out by Insurance Commissioner Brown. And these protests are entirely warranted. They presage a battle which undoubtedly will mean a new deal all around in this matter of auto insurance.

Mayor Curley of Boston has gone so far as to demand the immediate removal of Commissioner Brown. He contends that Brown is playing into the hands of insurance interests so that he will be certain of another job after he leaves his present position. This phase of the situation need not be discussed at this time. It seems a bit unfair to hurl recriminations at the commissioner. The fault is with the law itself, and one wonders how it ever passed in the Legislature. Those who supported it must have been asleep at the switch, for in saddling auto owners with excessive taxes they certainly did not play fair with their constituents.

What is the answer to this increase in rates? The commissioner is quoted as saying that the premiums have not been sufficient to meet damage claims. If this is a fact why is every insurance company of consequence lobbying for retention of the compulsory insurance law? Why are they all seemingly anxious to get their share of this type of business? Certainly they would not be so eager if they were operating at a loss. If it is true that damage claims exceed total premiums paid in to the companies, one would think that it would be difficult to find a company willing to write auto insurance. The logic of the situation simply doesn't countenance any claim such as that reported to have been enunciated by Commissioner Brown.

Legislators who "fell" for this compulsory insurance law should square themselves with their constitutents by going on record for its repeal and substitution of a demerit system. Under such a plan the insurance companies wouldn't fare so well but the auto owners, those who never are involved in accidents, wouldn't be forced to pay excessive insurance costs to take care of damages inflicted by careless drivers.

Another phase of the present situation concerns the irreparable harm to the automotive industry in this state. We are told that this new schedule of rates has wrought havoc among automobile dealers, who are joining forces for a fight to the finish against the new rates and the law that makes them possible. This is not the time for supporting laws that are harmful to business. It is to be hoped that those opposing the present lineup will give their best in forcing a change. It has been proved that compulsory insurance as now constituted in this state has failed of its purpose. The only results are huge profits for the insurance companies and an unbearable tax burden for the auto owners.

LOWELL SUN 9/1/31

Curley Censures Insurance Rates

BOSTON, Sept. 1 (AP)—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "inequitable" and called upon the public and the corporation counsel of communities throughout the state to protest and take action.

"I have directed Corporation Counsel Samuel Silverman to appear at the hearing to protest against these increases and call to the attention of the public the unfairness of the present statutory situation as well as the inequality of the rates established," said Mayor Curley. "Singling out the owners of the lower priced cars for an increase eight times as great as that imposed upon the owners of higher priced cars is unquestionably predicated upon the belief that if the imposition were reversed the opposition would be too formidable." The mayor referred to an increase of $8 on lower priced cars as compared to an increase of $1 on higher priced car insurance in Boston in the new rates.

Mayor Curley said if corporation counsel of the municipalities would co-operate with Silverman "an audacious, unwarranted and outrageous rate upon those who can least afford an increase in taxation" will be prevented. He said an aroused public was the only effective means of bringing about the removal of the present insurance commissioner and repeal of the existing law. He criticised the 15-day period allowed in which to lodge protest against the new rates.

NORTHAMPTON GAZETTE 9/1/31

CURLEY ATTACKS AUTO RATES

Says State Insurance Will Be Adopted, Unless Present Law Is Modified

FAVORS DEMERIT SYSTEM

BOSTON, Sept. 1—(AP)—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "inequitable," and called upon the public and the corporation counsel of communities throughout the state to protest and take action.

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WALTHAM NEWS-ITEM 9/1/31

Hultman and Curley

The flat assertion that Mayor Curley is seeking facts to place before Governor Ely to support a request for the removal of Police Commissioner Hultman is made by a Boston newspaper. That a crisis is approaching in the relations between the mayor and the commissioner seems evident, although up to the present no open break has taken place and in public, at least, a dignified courtesy has been preserved.

Strong presumption of neglect of duty or incompetence would undoubtedly be required before Governor Ely would either ask the resignation of the commissioner or seek his removal. Something more than minor faults in the police force and its methods would have to be shown before the council would consent to removal, and unless he is conscious that there is sufficient against him to warrant his replacement, Commissioner Hultman is not the man to resign.

Conditions in the Boston police force are not all that they should be, but not all if any of the fault lies with the commissioner. Whatever evils there are have not grown up in a night but are the developments of years. It is conceded that many improvements have been made by Commissioner Hultman. It is the belief of many that the investigation of the department should have been carried much farther than into the conduct of Oliver Garrett and that the legislature failed in its duty to the people of Boston when it placed a limit on the probe which resulted in the removal of Commissioner Wilson but without any reflection on his personal honesty.

Of all the large cities in the country Boston is the freest from gangsters and racketeers. Recent occurrences have, however, indicated that they are turning their attention to the city. To clean them out before they have gained a foothold would be the most effective answer the commissioner could make to any critic.

SPRINGFIELD UNION 9/1/31

No Salary Increases for Boston Employes

BOSTON, Sept. 1—(AP) Mayor James M. Curley notified all city departments today that there would be no salary increases next year unless economic conditions materially improved, except anniversary increases for patrolmen and fire department privates who have not reached their maximum pay.

NORTH ADAMS TRANSCRIPT 9/1/31

CURLEY DENOUNCES INSURANCE RATES

Sees State Auto Insurance Probable

URGES PROTEST

Characterizes Latest Increase in Rates as "Inequitable" — Criticizes 15-Day Protest Period.

Boston, Sept. 1 — (A.P.)—Mayor James M. Curley said today that unless the compulsory automobile insurance law is changed and some form of demerit system is adopted, some form of state insurance will take its place. He characterized the latest increase in rates as "inequitable" and called upon the public and the corporation counsel of communities throughout the state to protest and take action.

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LOWELL SUN 9/2/31

BOSTON—Mayor Curley notifies all city departments that there will be no salary increases next year unless economic conditions materially improve.

LOWELL COURIER-CITIZEN 8/31/31

LEGION AUXILIARY CLOSES CONVENTION

Three Lowell Women Join 40 and 8—Mayor Curley Warns Against Communism.

The 12th annual convention of the American Legion auxiliary for the department of Massachusetts was brought to a close Saturday afternoon in the ballroom of the Hotel Somerset. The convention was one of the largest the state auxiliary has ever held with 694 delegates registered.

Middlesex county is honored in having two of its members as state officers with Mrs. Emma F. Lovejoy of Melrose as president and Mrs. Elizabeth Giblin of Jamica Plain as state chaplain.

Mayor James M. Cudley of Boston addressed the convention during one session and complimented the auxiliary for its work in caring for the disabled veterans of the state. He also touched briefly on Communism and counselled the members of the auxiliary to be ever on the alert to guard the community against its advancement.

President Mary F. Merritt of the Lowell unit, County President Catherine T. Garrity of this city and Mrs. Mary Griffin were initiated into the Forty and Eight.

A poll of delegates showed that the Lowell auxiliary was the second largest in the state. The delegates who represented the Lowell unit were Mrs. Garrity, Mrs. Merritt, Mrs. Mary Connors, Mrs. Mary McNally, Miss Eleanor Reardon, Mrs. Celia Frawley, Mrs. Ruth Mann, Miss Mary Dankert and Mrs. Winifred Brick.

The next meeting of the auxiliary will be held on Sept. 8, and after a summer vacation the fall work will be taken up in earnest. Notice is also given that the Adelaide L. Fitzgerald cadets are to conduct a refreshment booth at the Tombola to help defray expenses to Detroit. All cadets who have not paid their deposit on the Detroit trip are asked to do so at once to P. C. Irving J. Loucraft before next Wednesday night.

LEOMINSTER ENTERPRISE 8/31/31

Curley Partisanship

Mayor Curley finds satisfaction in extolling the virtues of Gov. Roosevelt of New York and equal satisfaction in flaying Pres. Hoover. His remarks are caustic, bitter, extravagant, and withal truly characteristic, being extremely partisan.

The methods of President Hoover and Gov. Roosevelt are much the same, though the former is given to the appointing of commissions and committees, and accomplishes successful results through such machinery. Gov. oosevelt is aiming for the same thing in New York state that Pres. Hoover is for the nation as a whole.

Bus Mr. Curley condems Pres. Hoover, and praises Gov. Roosevent. If Pres. Hoover is making an unfortunate situation worse; if he is pouring gasoline, as Mr. Curley says; if he has not stemmed the tide and not helped the unfortunate in their distress; then all of that can truthfully be said about Gov. Roosevelt. If the New York governor will be able to put across his proposed program for the relief of the unemployed and hungry in his state, it will be because of Republican cooperation, since that party controls the Legislature in the Empire state, and probably most of them are rather strong Hoover men.

Partisanship is what Mayor Curley is indulging in, as is seen in his flaying of Pres. Hoover and his eulogizing of Gov. Roosevelt.

WORCESTER TELEGRAM 8/31/31

Mayor Curley Booms Governor Roosevelt

Mayor Curley of Boston has a perfect right to work for the nomination and election of Governor Roosevelt of New York as the next President. Mr. Curley's vigorous Lexington speech, however, is weakened by two things. In the first place his attack on President Hoover is much harsher than the circumstances justify. Both Mr. Hoover and Mr. Roosevelt are engaged in planning for the relief of the needy next winter. Their methods are not wholly the same. Mr. Hoover evidently places more reliance upon individuals and private organizations than Mr. Roosevelt does. But when Mr. Curley unreservedly praises Mr. Roosevelt while unreservedly condemning Mr. Hoover, he shows a large excess of partisan enthusiasm.

Secondly, Mr. Roosevelt's plan cannot be adopted without Republican help, since the Democrats are not in control of the New York legislature. Similarly, Mr. Ely needed Republican support for his program of public-works expansion this year, and received it, although some compromises were made. In many ways the Ely policies and the Roosevelt policies are alike. Yet Mr. Curley extravagantly lauds Mr. Roosevelt's services to New York while virtually ignoring Mr. Ely's services to Massachusetts. That looks queer, to say the least.

MILFORD NEWS 8/31/31

CURLEY PIN FOUND

Boston, Aug. 31—An onyx pin valued at $1000, lost by Miss Mary Curley, daughter of Mayor Curley, at Hotel Pemberton, Hull, Friday night, has been found. Officers of the hotel said that an employee had found it on the floor and that it was being held for the mayor or his daughter. Friends notified Mayor Curley.

FALL RIVER HERALD-NEWS 8/31/31

MISSING BROOCH FOUND.

BOSTON, Aug. 31.—Mayor Curley was notified at his summer home in Hull yesterday that the onyx brooch, valued at $1000, lost by his daughter, Miss Mary, at the Hotel Pemberton, Friday night, had been found.

The pin had been picked up on the floor of the hotel, it was said, and was awaiting a claimant.

BEVERLY TIMES 8/31/31

MAYOR CURLEY DECLARES FOR ROOSEVELT FOR PRESIDENT

Gov. Franklin D. Roosevelt of New York was placed squarely before the public as the best available candidate for the Democratic nomination for President Saturday afternoon at Lexington by Mayor Curley. Surpassing his previous declarations for Roosevelt the mayor made the forthright declaration that he was firing "the opening gun" in a campaign to put another Roosevelt in the White House.

Considerable significance was attached to the mayor's militancy in citing Roosevelt's qualifications for the exalted office because of the presence of and the willing co-operation given to the movement by James D. Roosevelt, son of the Governor of the Empire state.

the ancient skullduggery of attempting to defeat an able candidate with a local favorite. The demonstration of supreme courage and exalted statesmanship revealed by Roosevelt in his recent message to the New York Legislature, the mayor declared, not only resulted in conceding him his party's nomination but also came close to determining his election.

Speaking before a gathering assembled by the Mohawk Club, composed exclusively of Democrats, the mayor voiced his impatience with the secret machinations of those Massachusetts politicians who would advance their own personal interests by indulging in

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WORCESTER TELEGRAM 8/30/31

be sure that the nominee is a proper nominee within the scope of the work to be done by the board. I don't see how we can refuse to approve the Hurley nomination. Of course, I don't know how the other members of the council feel about it, but that is the way it looks to me right now —and I have in my pocket half a dozen letters of protest because he is not an osteopath."

Therefore, while it looks as though the council would approve the Hurley nomination, there is sure to be some fireworks.

The Rehoboth clambake was all that was to be expected, in so far as the clams go, but as a gathering of the political clans it was not exciting. They were not there. We saw fewer than half a dozen men high in political circles on hand. The only congressman we saw there was Joseph Martin. Senator Moran was the only member of the upper branch of the legislature, and Representative Gray was the only House member. At other Rehoboth bakes we have seen the major portion of the state government in its higher reaches.

This gathering at Rehoboth has often taken on a good deal of political flavor, in spite of the fact that it is non-political in purport, and no speeches are made. Maybe there lurks in the thought of some politicians the tradition that on an occasion long, long ago, Rehoboth came within one vote of being made the capital of Massachusetts. As we wandered about outside the Goff memorial building and inhaled the steam arising from the clams in process of being baked, Rehoboth, or such portion of it as was visible from that point, looked like a very good place for a state capital. After the turmoil of some days on Beacon Hill the quiet of Rehoboth was soothing.

The Two-Capital Idea

Neighboring Rhode Island used to have two capitals, when we were young, and it always seemed to us a very neat arrangement. We might adopt such a plan here, and make our two capitals Boston and Rehoboth, adjourning to the latter when things became too tangled on Beacon Hill.

There is one other matter that might cause a little stir at the council meeting this week, but probably will not. Three public works construction contracts have been awarded, by the public works department and the department of mental diseases, to non-Massachusetts bidders; and the word goes about the Hill that these awards will be approved by the council, though if it was good business to give the contracts to Massachusetts high bidders a fortnight ago it ought to be just as good business to do it now. However, the council said then that it was not going to create a precedent, and maybe it will seize this opportunity to get its balance.

In the purely political field there is not much stirring this week. The absence of eager politicians from the Rehoboth clambake indicated something of the flagging political interest just now. The hot weather bred the usual procession of candidates, most of whose names we have presented in this column, but now the list has rather run out. Those who frankly do not want Mr. Youngman have about agreed that it is not possible to fan any revolt against him into flame. We still hear mutterings about Mr. Fuller, but there is not an atom of evidence that he has any thought of entering the race. However, he does things in his own way and at his own time. With him out, the only possibility of a contest against Mr. Youngman at this moment appears to lie in the likelihood that former Governor Allen may be urged to enter. He has maintained a discreet and proper silence on the subject, but some of his friends, presumably acting on their own responsibility, have been about the state sounding out the chances.

That the governor is looking forward perhaps to another term is seen by some to be indicated in his recent talk before the A. O. H. at Worcester, when he said his policy was to spend when times are bad and to conserve when times are good. The idea is, that if he has any plans for conserving when times are good he must be looking quite a long way ahead, and into another term on the Hill. Though he speaks hopefully of a possible return to normal industrial conditions within a period of months, there is no general surging of optimism at this end of the state.

Daniel H. Coakley has been in the west, and the dopesters are of course busy explaining why he went and what he did. His trip has renewed the discussion of Ely as a contender for the vice-presidential nomination. This being a time of mergers and organization, why shouldn't our two state committees, Republican and Democratic, get together for the glory of Massachusetts, and further two Massachusetts vice-presidential booms—Ely for the Democrats and Fuller for the Republicans? That ought to give the old Bay State a good boost, whether the prizes were landed or not. If in addition to that both national conventions can be brought to Boston, everything will be lovely.

Remarkable Candidate

As the 1932 campaign begins to prepare, we would call to the attention of all present and prospective candidates the amazing utterance of one of the daring gentlemen who proposes to run in opposition to the resolute mayor of Newburyport, Bossy Gillis. Newburyport politics do not much interest or concern us here at the Hill, but when a candidate there or anywhere else speaks the way one of those in that city does, it deserves note. "I shall offer no criticism," he says, "of past or present administrations."

Why, that strikes at the root of current political custom. Yet, we recall a visit in the office of Mr. Coolidge when he was governor, and just after he had defeated Mr. Long, the Democratic nominee. The thought was presented to Governor Coolidge that though his adversary had assailed him on the stump to some extent, he had paid no attention to the attacks, and had not, in fact, given any special notice to his opponent. Mr. Coolidge's reply was characteristic. All he said was:

"I guess I didn't advertise him much."

What we need in Massachusetts politics is less anti and more pro.

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Mix-Up Regarding Aliens

Nobody Seems to Know Exactly What Is Meant by Law About Public Employment of Non-Citizens—Three Contracts Go to Out-of-State Firms

By BEACON HILL

BOSTON, Aug. 29.—While this has not been a sensational week on and about Beacon Hill, there have been a few incidents which are not without interest. For instance, we have had precipitated through the avenues of an intense and vocal patriotism the thought that if anyone is going to starve hereabouts it ought to be non-citizens; our genial mayor of the city has been granted the right or privilege to go armed with a regular firearm; the governor has tried another nomination for the state board of registration in medicine—and the nominee is not an osteopath: and Dan Coakley has gone into the west to see what he can see.

Then last Tuesday there was the 46th annual clambake of the Rehoboth Antiquarian Society, in the place of that name, an occasion at which in many past years the elect, the elected and others have foregathered to get their ears to the ground and the roast corn at the same time.

This matter of aliens, so-called, is vexatious, and no one seems to know beyond question what the law either intends or states. The mayor read it, under the guidance of his corporation counsel, Mr. Silverman, that as the law stands no one can work for the city unless he or she is a genuine citizen, all papers complete, or citizen by direct inheritance. Frank Goodwin, who used to direct motor traffic and now directs other things via the finance commission and as the spokesman for the state employes (citizens, that is) is sure that anyone working for the state who is not a genuine citizen has no more business, under the law lately passed, to be having that job than he would be if he were an avowed enemy to government, society, and the Republican and Democratic parties.

On the other hand, the governor holds that the law is not retroactive, and that it is applicable only to new employes—was not intended to shove anyone out of a job already held.

Well, this is a very mixed business, and maybe the courts will have to decide what it means. At all events, the poor alien, or anyone with nothing better than a first paper, might as well reflect on the value of citizenship as a practical matter. Whether this can be sufficiently inflated to become an issue in the next campaign is a bit uncertain, but considering the dearth of lively issues we should not be surprised to see something made of it. Thus far it seems chiefly to have afflicted the Democrats, but they will be willing to share it with others.

The Mayor's Gun

There seems to be a good deal of mystery about this gun permit for Boston's mayor, and some of us want to know whether the whole Democratic party is going to be armed.

There is often a touch of comedy to serious things, and it was not lacking in this Curley-gun episode; and it has some general political significance, Mr. Curley being in the picture as a possible candidate for governor. The fact that the Boston police are under state, instead of local, control, has long been a thorn in Boston political flesh, and thus the intermittent assaults on the office of police commissioner by gentlemen versed in Boston politics are easily understood. Thus, there have been not the most enthusiastic of relations between City Hall and the police commissioner's office. So when the commissioner, the militant Mr. Hultman, went personally to the mayor's office and took not only the official permit for the mayor, but also a big police revolver along with it, as a gift to His Honor, the element of comedy entered. No one yet knows, however, why the mayor of Boston wants a permit to go armed.

The executive council held no meeting this week, but will come together next Wednesday, when the principal problem before it will be the nomination of Dr. Daniel J. Hurley of Charlestown to fill the vacancy on the state board of registration in medicine. The same council that turned down the nomination of Dr. Lawlor is likely to approve this nomination of Dr. Hurley, though neither of the nominees is an osteopath, and the principal objection publicly made against Dr. Lawlor was on that score. As a matter of fact, about all the arguments that were publicly launched against Lawlor would apply against Hurley, for though the medical school background of the two physicians is quite different, that issue was soft-pedalled at the Lawlor hearing.

Osteopaths Object

Protests against the Hurley appointment have been received by members of the council, from the osteopaths. "But what can we do?" asks one of the council. "It seems to me that the responsibility as to whether a member of the registration board should be an osteopath rests entirely on the shoulders of the governor, and not at all on those of the council. All we have to do is to

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WORCESTER TELEGRAM 8/30/31

Congressional Lineup For 1932 in Limelight

Underhill's Announcement Starts Prognostications — Holmes' Re-Election Seen Certain — Doyle Big Factor in Third District — Controversy Over Aliens Termed Teapot Tempest and Merely Material for Stump

By JAMES H. GUILFOYLE

BOSTON, Aug. 29.—The announcement of Cong. Charles L. Underhill of Somerville that he will seek re-election next year is focussing attention on the situation which will confront Massachusetts in next year's congressional elections. Indications are that there will be little change in the Bay State personnel with the exception of a new Democratic face in the merged Dallinger-Luce district.

There is talk, of course, that Congressman Underhill, who barely squeezed by last year, has a much more difficult task ahead of him in his new district but if the Republican campaign can proceed in harmony it is probable that his long service will be recognized.

Mr. Underhill will of course have plenty of opposition. Already there is talk that Rep. James E. Hagan of Somerville and Sen. James C. Scanlon of the same city will seek the Democratic nomination. If the Democrats have a spirited primary fight, as now seems likely, Mr. Underhill will have an easier time.

Senator Scanlon is one of the most popular Democrats in the district and he probably would have no difficulty in disposing of Mr. Hagan at the primaries. The danger is in the sores such a campaign might leave.

Treadway's Chances

Cong. Allen T. Treadway of Stockbridge is certain to seek re-election in the First District and at present there is no reason to believe his normal majority will not be maintained. There is no Democratic threat on the horizon.

If Dewitt C. DeWolf of Chester was not Governor Ely's secretary he might be tempted but he would hardly relinquish his present place to run for Congress in a district so overwhelmingly Republican.

Cong. William J. Granfield of Springfield, who surprised the nation two years ago by turning a strong Republican district Democratic in a special election, and retained the place in last year's election, has no particular threat at the present time.

The Republicans probably will make a determined effort to recapture the district but with present conditions it would be difficult to displace Granfield. This rings particularly true when it is considered that last year the Republicans had against him probably one of the strongest candidates it would be possible to find.

Granfield is a close friend of Governor Ely and his support from the governor makes a big impression in the western part of the state.

In Third District

The Third district is causing considerable speculation.

Not that there is any hope for a Democrat in the district but because of the possibility of a primary fight for the Republican nomination.

Congressman Frank H. Foss of Fitchburg has been silent as to his intentions but here it is generally assumed he will run.

On the other hand, Bernard W. Doyle, former mayor of Leominster, is casting longing eyes at the seat. Mr. Doyle desired to run two years ago but did not press his ambition in deference to the belief of Republican leaders that it was not the time to change candidates. He gave loyal support to Congressman Foss.

Mr. Doyle has many friends who would like to see him a candidate and whether he will give way to the Fitchburg man this year will be a development that will attract wide attention.

Congressman Foss is a veteran campaigner and has the advantage of being widely known through the district because of his several terms in the National House. Mr. Doyle's friends claim, however, that he is well and favorably known in the large centers of the district and has a personality that would sell well where he is not known.

Foss has been one of the regulars of the party for years, having served as chairman of the state committee, and is firmly entrenched. Mr. Doyle has the means for an extensive campaign. His only fight would be to win the nomination—for his popularity, regardless of party, would guarantee his election.

See Holmes Re-elected

Cong. Pehr G. Holmes of Worcester has not lost anything by the redistricting and should have no difficulty in winning re-election. His splendid primary showing precludes any possibility of serious opposition for renomination and there is not at present any person on the Democratic horizon to menace his election.

Mrs. Edith Nourse Rogers of Lowell is similarly situated in the Fifth district. Mrs. Rogers not only accomplishes much for the service men but she looks after the needs of her district and her constituents in a manner that brings praise from both Democrats and Republicans. It is probable that if she had very serious opposition at an election she would have considerable Democratic support. Even the ambitious are not likely to contest her right to renomination.

Cong. A. Piatt Andrew of Gloucester is frequently mentioned for higher political honors but it does not appear that next year will be opportune. Two years hence Mr. Andrew may loom as material for the Senate or some high state office.

Next year he may be expected to seek re-election to Congress from his Sixth district and the possibilities of strenuous opposition are not great, the Gloucester man being recognized as one of the best informed and most distinguished members of the Bay State delegation.

Connery Situation

The Seventh district will re-elect Cong. William P. Connery of Lynn if he is a candidate and if he isn't his support of any Democrat ambitious to succeed him would undoubtedly be sufficient to keep the district up to its Democratic majority.

Connery is said to have ambitions to be the Democratic candidate for lieutenant governor and if that ambition is realized it may take him from the congressional field.

He is with Governor Ely much of the time and making many speeches to ingratiate himself in the Democracy. There are several other Democrats, however, who also have the notion they would like to be the candidate for lieutenant governor next year—if Governor Ely seeks re-election—so Mr. Connery may have to be content to remain in Congress.

During the past week there have been reports that he accomplished a treaty that caused a change in the plans of a large manufacturing concern in his district to discharge a large number of employes.

Word has spread that he is responsible for keeping these men at work and it has made him the most likely vote-getter in the district in any party.

Dallinger Plans?

The merged Dallinger-Luce district presents difficulties for the prognosticators for there is much untried territory for both parties. On paper it would be expected that the Democrats would win a seat there, but there are many who believe success will be dependent on the caliber of the Republican who seeks the office.

Mr. Dallinger is mentioned as a candidate for the Republican nomination. He also is heard of as a possible candidate for lieutenant-governor and other offices. In official circles it is generally believed that he will not be a contender for any elective office next year.

It is rather definitely rumored that Congressman Dallinger will be secure in an appointive government berth long before that time and his threatened candidacy will not cause worry to the contestants for any other office.

The most general opinion is that Cong. Robert Luce of Waltham will be the Republican candidate in the district. Mr. Luce is one of the most able and influential members of the Bay State House delegation and the strength of his candidacy may be a serious obstacle in the way of Democratic success.

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WORCESTER TELEGRAM 8/30/31

Discontented Motorists

The only other subject that has come to the front this week here is occasioned by a conference Tuesday between the governor and Merton L. Brown, commissioner of insurance, at which the main topic discussed was compulsory motor vehicle liability insurance. Inasmuch as it is practically certain that the rates for this insurance will be higher for next year, this is a very live issue and may figure prominently in the next state campaign unless the next session of the Legislature is more successful than the last session was in dealing with the problem. There are a good many thousand motorists in the state, and most of them are discontented under the existing law and high insurance rates. If the governor can lead in a solution of this problem he will materially strengthen himself.

BEVERLY TIMES 9/1/31

NEW AUTOMOBILE INSURANCE RATES INCREASED FOR 1932 – HEARING TO BE HELD SEPT. 11

Increases in the cost of compulsory automobile insurance policies, in some instances reaching as high as 44 per cent. for pleasure cars, are contained in a proposed schedule of rates for 1932, announced yesterday by Merton L. Brown, state insurance commissioner.

While moderate increases are proposed by the commissioner for many of the rural sections of the commonwealth, metropolitan Boston is particularly hard hit in the new schedule. The highest rates are for the city of Chelsea, where the increase is approximately 35 per cent.

In Malden, where the rates are relatively lower than in such cities as Chelsea, Revere, Boston and Everett, the cost of policies on passenger cars is boosted approximately 40 per cent.

Commissioner Brown estimated that the general upward revision is approximately 11 per cent. and he announced that it is "much lower than the increase requested by the insurance companies."

The eight zones into which the commonwealth now is districted have been scrapped and replaced by 18 territories. Several cities have been removed from general zones and placed in individual territories, while many of the communities bracketted now in the zone including the majority of the cities and towns have been placed in separate sections.

Beverly rates are $2 higher for light cars, $1 less for medium cars and the same for heavy cars.

Executives of the Boston Automobile Dealers Association said they would oppose the new schedule with a vigorous protest at the forthcoming hearing, discussed, said President J. H. McAlman last night.

Undying opposition to the increase was shown by Secretary Campbell, when asked to give his reaction last night. He declared that the hearing which the commissioner is expected to give opponents of the rates "will be a farce as the commissioner has already announced the rates. Representatives of his organization will attend the hearings, however, to record the "feelings of nearly 1,000,000 motorists in this state," he said.

Centering his attack on the law establishing compulsory insurance, Samuel Silverman, corporation councel of Boston, termed it "a joke." He predicted that there will be increases annually as long as it remains on the books. Mr. Silverman called on the Legislature to enact remedial legislation, among which he cited Frank A. Goodwin's state insurance fund and Mayor Curley's demerit system. He will represent the city at the protest hearing.

SALEM NEWS 9/1/31

Relief Fund of $5,000,000 Is Sought in Hub

Boston, Sept. 1—The city council yesterday sent to Mayor Curley an order of Councilman John F. Dowd, asking for a meeting of representatives of the industrial, banking and commercial business of Boston to devise means of raising by popular subscription an unemployment relief fund of $5,000,000. Dowd asserted that Boston should not await the development of an emergency before plans to cope with conditions are formulated.

In his discussion of unemployment he criticized the recent layoff of employes of the New England Telephone & Telegraph company.

LEOMINSTER ENTERPRISE 9/1/31

CHAUFFEUR FOR CURLEY LOSES HIS LICENSE

Ryan Suspends in Spite of City Hall Pressure.

BOSTON, Sept. 1.—Charles E. Manion, chauffeur for Mayor James M. Curley, ran afoul of the state registry of motor vehicles yesterday when Registrar Morgan T. Ryan suspended his operator's license for five days, asserting that he was not a fit person to drive. As a result Mayor Curley will ride behind a substitute chauffeur drafted from the Boston fire department until Saturday.

Registrar Ryan asserted that political pressure had been brought to bear and cited, as example, the statement of an assistant corporation counsel that "the Mayor of Boston is interested in the case."

A hearing was held yesterday at the registry on Commonwealth pier. Supporters of the mayor loudly declared that Ryan's act was a political thrust against the mayor who had just announced his candidacy for the governorship on the Democratic ticket without consulting Gov. Ely to determine whether or not he wished to run again. Ryan is said to be a staunch supporter of the Governor, who recently appointed him to his present office.

Registrar Ryan contends that Manion, by report of an inspector, was driving along Townsend street, Roxbury, on Saturday and crashed trrough an iron fence. Manion admitted he was going at the rate of 35 miles an hour at the time. Registrar Ryan further points out that the report shows Manion was driving on the left side of the road. Since no lives were lost in the accident Registrar Ryan said the license would be suspended for five days only.

Ryan also stated at the hearing that Manion's license was taken away in 1920 by former Registrar Frank A. Goodwin and returned in 1923. At that time, says Ryan, Manion pleaded guilty to drunken driving.

Ryan asserts that assistant corporation counsed H. Murray Pakulski intervened in behalf of the mayor, although it was at no time inferred tervene. Last night the mayor dethat the mayor directly tried to inclined to comment on the case save to state that Manion will not lose his job.

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WORCESTER TELEGRAM 8/30/31

Democratic sentiment has not crystallized on any candidate. There is mention of several prospects including Mayor Richard M. Russell of Cambridge, who, if he decides to run, probably would win the nomination.

Douglass . . . Tinkham

Cong. John J. Douglass of Boston is variously reported to be out and in next year. His health is not robust and there has been talk that Rep. John P. Higgins, a Lomasney favorite, will be prepared to succeed him. Congressman Douglass has always had the backing of the Mahatma and the situation in that district will probably be determined by the widely known West End leader.

Cong. George Holden Tinkham of Boston, who has the distinction of holding a Republican seat in a Democratic district, has not lost any of his popularity and will undoubtedly return to Congress next year.

It is assumed that Cong. John W. McCormack of Boston will likewise seek re-election. McCormack eventually is due to be a candidate for mayor of Boston. He refuses to divulge his plans, but the Boston municipal election does not come until 1933 and if he has the mayoralty bee he could hardly afford to drop out of the limelight.

It would be much easier to resign his seat in Congress if he won the mayoralty than to drop from active participation in politics until it was time to make the mayoralty run.

With respect to the remaining congressmen, Richard B. Wigglesworth of Milton, Joseph W. Martin, Jr., of North Attlebore, and Charles L. Gifford of Barnstable, it is understood they will seek re-election and if they do there is no reason at this time to believe they will not be successful.

Alien Teapot Tempest

The much publicized controversy over the employment of aliens in public institutions is in reality a tempest in a teapot because so few are affected. The truth of the matter is that it is being utilized for political purposes.

Councilor Dowd of Boston, who originated the discussion that led to Mayor Curley discharging some 20 alien nurses in Boston institutions, has a difficult fight on his hands for re-election. The opportunity to orate on his activities in behalf of citizens in the present economic situation looks extremely valuable. Thus we have what appears to be a red-hot controversy.

There was a general belief that Mayor Curley was interested in the dispute as a possible weapon in his own campaign should he decide to contest with Governor Ely next year for the Democratic gubernatorial plum.

Whatever the situation may be at present, it can be said that the belief is erroneous. The fact is that Mayor Curley is regarded as antagonistic to Dowd's ambition to be re-elected, and for him to join in the dispute with any gusto would be giving comfort to the enemy.

After the city election for councilors in the fall the controversy may assume a different aspect, for Governor Ely has taken a very definite stand; that he won't be a party to discharging aliens who have rendered long and faithful service in public institutions. Mayor Curley has said nothing but has discharged the aliens, declaring there was nothing else for him to do in view of the order which passed the Boston city council and the ruling of the corporation counsel.

Stumping Material

There is no denying that the situation offers splendid material for popular appeal on the stump. The average voter doesn't investigate facts to any great depth and if he hears an orator tell him that the governor favored aliens in preference to citizens it may make an impression.

The governor, of course, can combat such assertion with simple explanation that he was referring only to aliens who have given long and faithful service and that he himself signed a bill for Massachusetts preference but with the understanding that it was not retroactive. The trouble is it is hard to catch up with allegations.

At any rate a novel lineup has been produced.

On the one side is Councilor Dowd, Chairman Frank A. Goodwin of the Boston finance commission and always a potential candidate for higher office, and a number of Boston Democratic representatives.

On the other the governor, former Speaker B. Loring Young of the Massachusetts House, a Republican and Republican department heads.

What Happened

How easy it is to mislead the public was demonstrated during the dispute.

Information was given to the newspapers that those opposed to the employment of aliens had definite evidence that solicitation was made of an alien physician for employment in a state institution.

When the allegation was placed before officials of the institution they admitted it was true but asserted the alien was solicited because several citizens turned down the job and there was nothing else to do.

There are likely to be many more developments in this controversy but in the end it still will remain a tempest in a teapot.

NEW BURYPORT NEWS 8/31/31

Mayor O'Hara, of Worcester, goes Mayor Curley of Boston, one better. Instead of the latter's pistol, carried for protection, the Worcester His Honor says he maintains a good dog.

NEW BURYPORT NEWS 8/31/31

MAYOR CURLEY OF Boston, facing the possibilties of a municipal financial strain, has issued an order to department heads that city employes who do not pay their taxes should be subject to removal. That's a good idea. A man who extracts money from the public treasury and is so mean that he will not pay his taxes ought to be removed from the soft snap he is enjoying. Other people less favorably situated have to pay. Why should not he? He should be among the first at the office of the city treasurer with his money. Another commendable move made by Mayor Curley is to cut down the amount of automobile travel indulged in by city officials. He is considering forcing some of the officials to turn in their cars and chauffeurs maintained at public expense and force them to driving their own cars. It is estimated that $100,000 could be saved by this course. And $100,000 is worth saving, even for the city of Boston.

NORTHAMPTON GAZETTE 8/31/31

CURLEY FAVORS 5-DAY WEEK AS REMEDY FOR UNEMPLOYMENT

Boston, Aug. 31.—(AP)—Work and wages must be provided the people of America "or we will turn the country over to the Bolshevists," Mayor James M. Curley said today in an address before the opening session of the four-day convention of the fraternal order of Foresters of America. About a thousand delegates from all parts of the country are in attendance.

Mayor Curley spoke of a five-day week as one of the constructive remedies for unemployment. He urged the delegates to work for legislation which would create a federal industrial planning board to prevent recurrences of the present industrial depression. He said the supplanting of old-time merchants and grocers, who extended credit, by chain stores worked an additional hardship on unemployed.

SALEM NEWS 8/31/31

IN BAD EITHER WAY

Mayor Curley told the Boston department heads that he disagreed with the federal officials in their pessimistic predictions about unemployment conditions. He felt that uttering such predictions was like "pouring gasoline on the flames," and that it discourages people from spending money. Yet President Hoover and his associates have been ridiculed and lambasted for issuing too many optimistic forecasts. He has been constantly prodded to promote a far-reaching program of unemployment relief. Whatever the government does will look wrong to many people. If the president had not acted to appoint his national unemployment relief committee, he would have got a terrible bawling out. And now that he has acted, many will feel that the existence of such a committee is a depressing influence. Well, all he can do is to carry on. The energetic way in which that committee is going to work ought to be helpful to public confidence. It gives assurance that a great sum will be spent in aiding the needy.

WORCESTER TELEGRAM 8/30/31

CURLEY CHEERS FOR ROOSEVELT

But Noted State Democrats Are Absent From Mohawk Rally

ONLY 150 ATTEND

Hub Mayor 'Digs' at Ely, Raps Hoover's Work For Jobless

By JAMES H. GUILFOYLE

LEXINGTON, Aug. 29. — Mayor James M. Curley of Boston told a gathering of 150 here this afternoon that the program for unemployment relief submitted by Gov. Franklin D. Roosevelt of New York "not only settles the question of his nomination" for President by the Democrats but "should definitely determine his election."

Inspired by the historic associations of this battleground of the Minute Men, the Boston chief executive and other speakers fired the "shot which they hoped would be heard around the nation" in the campaign to nominate Governor Roosevelt.

Tammany Pattern

The Boston mayor was the principal speaker at the outing of the Mohawks, an organization planned to be modeled after Tammany, but which is having its struggle for membership. Governor Ely, Senators David I. Walsh and Marcus A. Coolidge and other Democratic leaders were conspicuous by their absence.

Governor Roosevelt had been invited but the extraordinary session of the Empire State legislature prevented his attendance and Senator Robert F. Wagner, who was to have represented him, was detained in Washington by the Bishop Cannon inquiry. James D. Roosevelt, son of the governor, and his wife attended.

Although there was no admission that the gathering was called for partisan purposes, all but the toastmaster urged nomination of Governor Roosevelt. Francis X. Tyrell, a former chairman of the state commission on administration and finance, mentioned the wealth of presidential timber in the party alphabetically and drew applause when he included in the list Mayor Curley, Governor Ely and Senator David I. Walsh.

"Digs" at Ely

Mayor Curley did not content himself with a discussion of the qualifications of Governor Roosevelt; he threw some sly digs at Governor Ely, deploring the "local favorite sons' and declaring there was no justification to plead for local sons against the welfare of the American nation.

Mr. Tyrell added a bit when he introduced the Boston mayor by declaring no candidate for state-wide office could hope for success at the election without the aid of Mayor Curley.

Traffic Commissioner Joseph Conry, who once sat in the halls of Congress, also gave the gathering a little start when he asserted that the "slander" that Mayor Curley was not heart and soul with the Democratic cause last election was disproved by the vote Boston gave the Democratic candidates.

Hoover Rapped

Before the gathering adjourned it had resolved itself into quite a love feast for Mayor Curley. "Jimmy" Roosevelt spoke briefly thanking the mayor for his kind expressions about his father but refraining from any partisan discussion of candidates After listening to Mayor Curley he said he believed it would be well for all to keep quiet and study the situation so they would know as much about it as the Boston executive.

Mayor Curley was caustic in his criticism of President Hoover and "his lack of leadership." He termed his community chest idea "another noble experiment." He said Governor Roosevelt had offered a definite program for relief in New York which would compel similar action by the other state legislatures and possibly an extra session of Congress.

The Boston mayor said the Mohawk gathering was the opening gun for a change in the administration and he didn't believe it was too early to begin the battle. The moratorium, he saw as the "Ostemoor" on which later would be laid the abrogation of all foreign debts and he believed that the people whose debts were abrogated would be heavy contributors to the Republican party .

"You've Got to Spend"

The immediate payment of the adjusted compensation which had been opposed by President Hoover and Secretary Mellon, he said, had done more to restore prosperity in New England than any other recent act.

"You can't have prosperity without spending money," he declared.

"The demand for a special session of Congress in order that relief measures might be adopted for the welfare of the American people was disregarded by President Hoover whose only answer to the present time has been the appointment of a Community Chest committee, created for the purpose of raising funds to provide for the needs of the unemployed," said Mayor Curley.

"The American worker has never sought charity, his sole desire at all times has been opportunity. From the beginning of our government the guarantee of equality of opportunity has been recognized and through an adherence to its tenets we have progressed. The American people have recognized that servility is not conducive to nobility of soul or character or independence, all three of which are essential to ideal American citizenship.

"Contrast Policies"

"I beg you will contrast the position taken by Franklin D. Roosevelt upon the question of the adoption of an economic policy for the relief of the unemployed of America, and the absolute lack of policy of President Hoover. It is evident to every student of economics that Franklin D. Roosevelt recognizes that the prosperity of America is dependant upon the prosperity of the individual American citizen.

"The program for the relief of the unemployed and for the restoration of prosperity in America is as timely and illuminating as is the courageous position taken by Franklin D. Roosevelt with reference to the enlargement of the investigation of the Democratic organization in New York city.

"With statesmanlike vision he unmasks the thimble riggers, Democratic and Republican, who seek his political destruction in their demand for investigation of the New York city organization and confounds them by regarding with favor an investigation of their own Republican Augean stables.

"Sapping Dole"

"As Americans, we fear the dole system more because of its destructive effect upon the recipient than its drain upon the Treasury. It is generally accepted that the dole system saps the initiative and the ambition and the independence of the recipient, and notwithstanding our knowledge of these facts, until the promulgation of the program of Franklin D. Roosevelt, except in isolated cases in certain cities and towns, no definite construction program to forestall the coming of the dole has been attempted.

"If one-sixth of the workers in America, through no fault of their own, are deprived of the opportunities for a livelihood, an if our law-making agencies have failed to devise a program through which work may be provided for those who suffer through no fault of their own, then there is but one alternative for the dole, and that is a reduction by 16 per cent in the working week, and this Governor Roosevelt has had the courage to recommend, and this is the character of program that must be speedily adopted if we desire prosperity, security and sanity to obtain in America. There is no alternative.

Predicts Big Majority

Traffic Commissioner Conry, after paying his compliments to Boston Democracy for its support of the ticket and recalling that he told a Worcester audience in the last campaign the majority which the Hub give the Democratic ticket and predicted it would give Roosevelt, for whom he declared without qualification, a majority of 125,000.

Before the dinner which preceded the speaking the gathering roamed over the large club house and the lawn and exchanged political experiences. And Edward Emmet McGrath, who once sat in the Massachusetts House from Boston and gained fame for a verbal duel with Robert M. Washburn, explained that John C. Mahoney of Worcester had told him: "McGrath, you'll get it if you didn't have a brogue."

The details of the gathering was arranged by James F. Heslam of Lowell who has the title of grand sachem and has been a delegate to nearly every national convention since he attained his majority.

BROCKTON ENTERPRISE 8/29/31

CURLEY URGES NEW HIGHWAY TO NANTASKET

Hull, Aug. 29.—Suggesting a million dollar appropriation for the construction of a 100-foot roadway along Nantasket Beach, Mayor Curley outlined a plan for the beautification of that resort, speaking at the annual night-before ball of the Hull Gala Day Association at Pemberton Inn Friday night.

Mayor Curley said the residents of Hull should, but probably would not, propose a dollar increase in taxes and seek the authorization of the legislature for the appropriation of $1,000,000. He said such a roadway, extending from Allerton along the beach would enhance the beauty of the place and at the same time relieve traffic congestion.

He further suggested more ornamental lights along the beach, more sidewalks and properly spaced trees. He said the natural facilities of the beach plus the proposed improvements would make Nantasket the "Atlantic City of Massachusetts."

The mayor was introduced by W. T. A. Fitzgerald, registrar of deeds of Suffolk county, and "father" of the Hull Gala Day Association. He was chairman of the arrangements, assisted by T. Robert Sullivan, Judge Richard M. Walsh, A. P. Spitz, Cornelius H. Cronin, Maj. Cornelius Murphy, Charles H. Wood, A. T. Jouannett, Thomas P. Glynn and Charles A. McMorrow.

QUINCY NEWS 8/29/31

Curley and Hoover

Mayor Curley of Boston dissents from the prevailing opinion that this is going to be a tough winter so far as business is concerned. Those who predict that conditions will be worse than last winter he decries as pessimists: for his part, he is confident they will be better. It is inconceivable that anybody knows, but Mr. Curley is entitled to his view, and we must say it is a pleasant relief from the despairing opinion more commonly expressed.

Incidentally it is worthy of note that he denounces President Hoover for being a pessimist. "The greatest gasoline pourer the world has ever known," he called him. After all, we suppose it is the fate of a President to catch it going and coming. Ever since the slump in the stock market the President's critics have nagged at him for having made optimistic predictions, for having said unemployment was on the decrease, for having said unemployment was on the decrease, for having said unemployment was on the decrease

DORCHESTER BEACON 8/29/31

WELCOME GIVEN INTREPID FLIERS

Throng Greets Boardman and Polando at Municipal Reception in Columbus Park Stadium

Dorchester joined in the great reception which the city of Boston tendered to the famous flyers Russell Boardman and his mate John Polando on Tuesday night of this past week when the great stadium at Columbus Park was thrown wide open for the people to see these two distinguished flyers and to pay their greetings to them. A crowd of 75,000 persons gathered in the vicinity of the stadium. Although tickets had been issued for the seats, the crowd was so large that long before ticket holders could locate their places were occupied. Just why tickets should be issued is a question that city officials can answer some time but at any rate the people just took the bull by the horns in this situation. It was their part to greet the flyers and what could a ticket or no ticket do in a circumstance of this kind. Didn't the Mayor and everybody else invite the public and didn't the public turn out in numbers.

It must have been a real pleasure for these two gallant aviators to step on the platform which was set up on the park and to look about and see the following of friends who were there to pay their tribute to their gallant efforts in making one of the finest flights thus far recorded in the annals of aviation history. From every section of New England people came. The cheer which went up from that throng as Boardman and his mate mounted the stand was something that will always be remembered by those present. Never was there such a booming of voices. It was like a thunderstorm over the stadium. Applause followed the cheers.

Boardman with a great smile and his companion standing there flanked by city officials and the Mayor himself, looked skyward to watch the manoeuvers of the National Guard planes over head, which dipped in the spaces above ground in a salute to new officers in the unit. Earlier in the day Boardman was presented a commission as captain in the National Guard forces and his mate Polando was commissioned a lieutenant. Never before was there such an ovation when the bars of office were presented to soldiers in this State. After the flyers arrived Major Boutwell of the National Guard flew low enough to drop a bouquet of flowers with congratulations to the aviators who made the wonderful flight to Turkey.

Mayor Curley presented to Boardman a trophy which was originally planned to give him on a flight to Dublin last year. The flight was cancelled, when the plane was burned on the night before the flight was to have started.

The program was opened by Edmund vocation. Maj Claude A. Cummings represented the army. Capt C. A. Abele was the navy's representative. He said that the navy has over 1,000 planes ready for service in the future. Silvia Vitale was a speaker as was also Ahmet Muhtar, the Turkish ambassador.

A grand fireworks display brought the city's welcome to a close.

It was one of the largest crowds ever to assemble at any celebration at the new Stadium and every one was happy that the two aviators were so signally honored. Governor Ely could not be present at the evening events.

RUSSELL BOARDMAN (in cockpit) and JOHN POLANDO, his co-pilot

LAWRENCE EAGLE 8/29/31

MASS. DEPT., LEGION AUXILIARY, ELECTS

BOSTON, Aug. 28 (AP)—Mrs. Emma F. Lovejoy of Melrose was elected president of the Massachusetts Department, American Legion Auxiliary, without opposition today.

Other officers were Mrs. Helen Collins of Sharon, Mrs. Marie Lariviere of Southbridge and Miss Gertrude McLoughlin of Boston, vice presidents; Miss Anna Maleady of Fall River, secretary; Miss May L. Mahoney of Rockland, treasurer; and Miss Grace E. Keane of New Bedford, historian.

Three delegates were elected to the national convention in Detroit and a tie for fourth delegate will be decided tomorrow when the chaplain also will be chosen. Delegates chosen today were Miss Adelaide L. Fitzgerald of Hopkinton; Mrs. Helen E. Collins of Sharon and Mrs. Helen M. Gormley of Boston.

Mayor James M. Curley of Boston lauded the American Legion and its auxiliary as organizations which contribute much to the national welfare and denounced recent criticism of members of the Grand Army of the Republic and American Legion by Dr. Henry Pritchett of the Carnegie Foundation, who characterized the veterans "treasury raiders."

NEW BEDFORD STANDARD 8/29/31

MRS. KEANE ELECTED HISTORIAN OF STATE LEGION AUXILIARY

New Bedford Woman Polls High Vote at Boston Convention—Glee Club from This City Wins First Prize for Second Year—Mayor Curley Speaks

Boston, Aug. 29—Mrs. Grace E. Keane, New Bedford, was elected department historian at yesterday's session of the 12th annual state convention of the American Legion auxiliary in Boston. With Mrs. Emma Lovejoy, Melrose, who was elected president, she polled more than 600 votes, the only two to reach that mark.

In the Glee club competition, New Bedford won first prize for the second consecutive year. The singers were under direction of Mrs. Kathryn H. Jobes, organizer and leader of the club.

Mrs. Helen Collins, Sharon, Mrs. Marie Lariviere, Southbridge, and Miss Gertrude Loughlin, Boston, were elected vice presidents. Other officers elected were Miss Anna Maleady, Fall River, secretary; Miss May L. Mahoney, Rockland, treasurer.

Only three delegates to the national convention in Detroit were elected as the vote for the fourth ended in a tie. Delegates chosen yesterday were Miss Adelaide L. Fitzgerald, Hopkinton; Mrs. Helen E. Collins, Sharon, and Mrs. Helen M. Gormley, Boston. The vote for the fourth was to be held today, when the department chaplain is to be chosen.

Mayor Curley spoke to the delegates, lauding them for their fine work in the past and urging them to continue their efforts. He denounced critics of the Grand Army and of the American Legion.

WORCESTER POST 8/29/31

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NEW BEDFORD MERCURY 8/29/31

Out of Taxation.

Editor of The Mercury—Mayor Curley's prepared means to meet those who are out of work are the same all over the country. These public buildings are entered into to construct out of taxation for the benefit of the building trades, regardless of the mass of the people belonging to other trades who receive no benefit from such expenditure.

No wonder the taxpayers refuse to erect buildings out of their own private funds when they observe how they are imposed upon by others who live on taxation. Thousands of people these days would be glad they did not own real estate, so small consideration is given them.

J. PARKINSON.

LAWRENCE TRIBUNE 8/29/31

Mayor James M. Curley will participate in the open golf tournament at the Franklin Park links under the auspices of the Boston Park department next Tuesday, Wednesday and Thursday. In his foursome will be Chairman William P. Long of the Park commission, Samuel Bickford and William Williams.

CHELSEA RECORD 8/29/31

THOSE DISCHARGED NURSES

The Legislature of 1931 having passed a citizen preference act as to public employment, most of us were inclined to accept as final the action of the Boston City Council, as supported by Corporation Counsel Silverman, that the employment of alien nurses in fact was illegal. When Mayor Curley ordered their dismissal that seemed to be the end of it except for a few mild protests.

Now comes former Speaker B. Loring Young with views that put a different construction on the matter. Mr. Young, in congratulating Governor Ely upon his decision not to order the dismissal of the alien nurses from the service of the state, takes direct issue with Mr. Silverman upon whose finding Mayor Curley acted.

Governor Ely had himself declared that the 1931 preference law was not retroactive and the former speaker agrees with his conclusion. To back up that view Mr. Young quotes from decisions of the Supreme Court to the effect that a retroactive effect to any statute has always been avoided.

Mr. Young denies that the law of 1931, which extended citizen preference to employment in counties and districts, established a new policy requiring the summary dismissal of faithful employes who helped the Commonwealth in time of need. Such a policy he declared to be obviously unkind, unfair and unjust.

According to the present state of the controversy the Boston City Council has made one of its regular breaks; Corporation Counsel Silverman is in bad on his law; Mayor Curley has been misled, and Governor Ely is the only one in the bunch that has acted the part of a well informed lawyer and kept his head.

HAVERHILL GAZETTE 8/28/31

New York-Istanbul Fliers Wildly Acclaimed in Boston

Boston gave its native sons, Russell Boardman and John Polando, who flew from New York to Turkey, a rousing welcome when they returned home from their record-breaking flight. Here the fliers (Boardman at left), are seen with Mayor Curley of Boston (centr), and Turkish Ambassador Ahmet Muhtar (right), as they entered the state executive mansion to visit Governor Ely.

LEOMINSTER ENTERPRISE 8/28/31

Gasoline Pouring

Mayor Curley in a public address characterized Pres. Hoover as the "greatest gasoline pourer in history," implying that the nation's chief executive was adding fuel to the flames

of economic disorder, instead of improving conditions.

That is a forcible statement and a characteristic Curley epigram. The only trouble with the statement is that it might very well be qualified, and certainly ought to show the marks of consistency. It is not forgotten that Curley has made trips to Washington, and recently had an interview with Pres. Hoover, advocating then and at other times that the Federal government should enter upon the colossal project of improving the Mississippi River watershed, with a view to preventing the disasters that have occurred from year to year when the Father of Waters gets on a rampage.

The project would involve billions of dollars, would solve a serious problem of disaster, and in addition give employment to a large force of people. The financing, of course, according to Mayor Curley, would be a trifling matter, and how the thing would be financed could have secondary consideration. But it would solve the two-fold problem, that of remedying conditions on the Mississippi, and providing employment for an army of unemployed.

Of course that would not be pouring gasoline, according to Mayor Curley. It would be merely carrying out a Curley recommendation, equal in merit to his famous "cow pasture" in Boston, so forcibly commented on by the postmaster general.

SPRINGFIELD REPUBLICAN 8/28/31

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WALTHAM NEWS-TRIBUNE 8/28/31

WALTHAM

Watch Words

Tells of Session

John Moss represented Victoria Lodge, No. 53, American Order, Sons of St. George, of this city, at the annual session of the Grand Lodge of Massachusetts, Maine and New Hampshire at the Hotel Bradford in Boston. He made an excellent report of the doings at the lodge this week. Following is the report in part:

A reception to Supreme and Grand Lodge officers was held at the Hotel Bradford on Thursday evening preciding the convention of delegates, which was sponsored by the Boston lodges, when a good time in fraternal manner was enjoyed until midnight. The Grand Lodge convened at 9 A. M. on Friday with the board of officers in charge. After the formal opening His Honor, Mayor James M. Curley was given a hearty welcome. He gave a brief talk and i nvited the entire party to a dinner at Pemberton. The session adjourned at noon, when busses were in waiting at the hotel to take them to Rowes Wharf for the sail. An excellent dinner was served at the Pemberton Inn. A group photo was taken of the entire party. The mayor sent a representative to see that everything was O. K. The party returned to Boston and were taken by busses to the Hotel Bradford where a reception was held by the committee in charge to officers and delegates. The banquet was served at 7 o'clock when His Honor James M. Curley, mayor of Boston, was the guest of the evening. Members of lodges in Greater Boston, Sons and Daughters, were present. P. G. P. Robert Cooper was the toastmaster in charge of the after-dinner concert which was given by the Astras Concert Company of Lynn, which gave its numbers between the speechmaking. The toastmaster made an interesting welcome address. Mayor Curley of Boston made a pleasing address, telling of his visit to England and Ireland and touched on the Brotherhood of the Fraternal Orders. The city of Boston covered the entire expense of the outing and dinner at Pemberton. Several of the Supreme and Grand Lodge officers gave interesting accounts of the order. W. Herbert Heaman is the new Grand President. He has been Deputy of Victoria Lodge during the past two years and is a member of Hearts of Oak Lodge, East Boston. The convention reconvened Saturday A. M., when the entire day was taken up with the legislation changes for the benefit of the order and the members in general. During the noon recess the members of the Boston lodges, Daughters of St. George, entertained the ladies of the Grand and Supreme Lodges and delegates. The forty-third convention was the best that has been held. The committee has been complimented for the excellent manner and success through its untiring efforts.

BROCKTON ENTERPRISE 8/28/31

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BROCKTON ENTERPRISE 8/28/31

Urges 5-Day Week For Postal Clerks

Urging the convention to work for the five-day week, Mayor Curley of Boston, in addressing the United National Association of Post-Office Clerks in session in Boston Wednesday, declared, "that the individual worker in America must not be saddled with responsibility for a situation that has been caused by the moron-like stupidity of our national lawmakers."

United States Senator George H. Moses, another speaker, expressed sympathy for the substitute post-office clerks and said he hoped that a resolution would be sought in Congress for better working conditions.

The convention toured Concord and Lexington and then adjourned to McGovern's Grove at Bedford, where a baked bean supper with Texas watermelon feast was served.

SOMERVILLE JOURNAL 8/28/31

Mayor Curley should feel perfectly safe strolling through Boston streets with not only a gun permit but a gun, especially if he did not give away all of those Irish shillalies.

CAMBRIDGE CHRONICLE 8/28/31

Mayor Curley of Boston asked and was granted permission to carry a revolver. Whether this was a precautionary measure against holdups or in anticipation of a strenuous political campaign we are not informed. If the Cambridge municipal campaign develops into one as exciting as now anticipated and if Cambridge holdups continue to increase, perhaps Mayor Russell may feel it necessary to fortify himself in the manner of Mayor Curley.

GARDNER NEWS 8/27/31

WAR MEMORIAL IN BACK BAY

State Commission and Mayor Curley Decide on Fens as Best Location

BOSTON, Aug. 27—The Massachusetts War Memorial Investigating commission after a conference with Mayor Curley has decided to recommend that the memorial be located in the Back Bay fens on Boylston street.

Mayor Curley was told the previous commission had determined after hearings throughout the state that sentiment favored Boston for the memorial, but that its problem was difficult because of the few available locations that were easily accessible and not likely to dwarf the memorial in future surrounding construction.

Mayor Curley approved of the commission's location and promised his co-operation. The size, type, design and cost of the memorial will be determined by an architects' competition, details of which are now being worked out.

Senator Christian Nelson and Representative Martin Swanson of Worcester are members of the commission.

MARLBORO ENTERPRISE 8/27/31

WAR MEMORIAL TO BE IN FENS

State Commission Decides on Back Bay Location

The Massachusetts war memorial investigating commission, after a conference with Mayor Curley yesterday afternoon, decided to recommend to the Legislature that the memorial to be erected in the Back Bay Fens near the Richardson bridge on Boylston street.

Mayor Curley was told that the previous commission had determined after hearings throughout the state the sentiment favored placing the memorial in Boston, but that its problem was difficult because of the new available open spaces that were at the same time accessible and not likely to dwarf the memorial in future surrounding construction.

The mayor agreed with the commission that the Fens location was the most desired and offered his co-operation. The size, type, design and cost of the memorial will be determined by an architects' competition, details of which are now being worked out.

Hon. Charles F McCarthy of this city is a member of the commission on the war memorial.

CAMBRIDGE CHRONICLE 8/28/31

THE NURSE CONTROVERSY

In the wholesale discharge of alien hospital nurses as ordered in Boston, a point that seems to be lost sight of is the effect such a sudden cutting off of service will have on the patients. It would seem that the discharge all at once of 15 or 20 nurses in a hospital, or any considerable number in fact, would leave the institution in rather a bad plight by disorganizing the staff and hindering the work. Could the discharge of nurses be made gradually as competent successors are found to take their places that plan would appear a better way of handling the situation. A recent law demands that preference in employing nurses in state and municipal hospitals be given to citizens and it has been found that many girls from the Provinces are now holding positions in these institutions while nurses who are citizens are out of work and desire appointment. It is claimed that the alien girls make better nurses than those who are citizens and can be hired for less money. Of course these reasons can not hold against the requirements of the law which are explicitly stated and there is a strong demand that the law be enforced. The situation appears to be fraught with considerable danger to patients in the hospitals if there is to be an immediate withdrawal of the alien nurses who have the present work in hand, for if new nurses are to be selected, time will be required to sift applicants and obtain a force equal to the occasion, and competent for the work. The case is one that would appear to require the exercise of a reasonable consideration of the welfare of the hospital patients.

The latest phase of the situation is Gov. Ely's statement that the statute of last year is not retroactive and therefore applies only to such nurses as have been taken on since the law was passed. Taking issue with Governor Ely's announcement that he does not consider the law to be retroactive which gives citizens preference over aliens in public employment, Corporation Counsel Samuel Silverman of Boston, on Thursday advised Mayor Curley that the law is "retroactive in its force and effect" but later Gov. Ely stated that he should insist on his opinion and act accordingly. We believe there will be general approbation of the governor's stand in the matter despite the attempt to stampede him into doing otherwise.

NEW BEDFORD MERCURY 8/28/31

However we may regard the motives of Mayor Curley of Boston, we are in sympathy with his criticism of the pessimistic predictions regarding conditions the coming winter. There has been too much exploitation, we think, of the idea that there is a terrible winter ahead. Mayor Curley accuses the President of "pouring gasoline on the flames."

Mayor Curley does not think the coming winter will be as bad as last. Probably it will turn out a local problem. We would expect better times in New Bedford this winter than last. We manufacture fine cotton goods. Cotton prices are low, labor costs are low and cotton fabrics are the vogue, in demand by consumers, and likely to be in particular demand by merchants since stocks are low.

We fancy President Hoover is stressing the likelihood of hardship to warn the public against a menace in a relief plan, rather than to depress the country. Already there are suggestions of legislation to copy the English system of doles and other Socialistic resorts, which have made the economic situation in Great Britain precarious and have confused and confounded the English government. There are other devices to be proposed in Congress to provide free money in the form of loans.

The President is attempting to head-off such measures. He adopts the premises in order to protest against direct governmental expenditure, urging as a substitute the relief of distress through community welfare organizations. The New York Sun, protesting against the effort of the Party of Despondency to break the national morale, quotes the text: "If thou faint in the day of adversity, thy strength is small."

There should have been a measure of adjustment by the people to existing conditions. If not, there should be and this should tend to make the problem somewhat lighter than in the years when prosperity was struck a sudden blow which came upon people who were unprepared.

LOWELL COURIER-CITIZEN 8/27/31

BOSTON WELFARE AGENCIES THRUST CASES UPON CITY

Private Institutions Lack Money and as Result Municipal Relief Jumps $2,000,000 in First Seven Months.

CURLEY PLANS SWEEPING DRIVE TO CUT EXPENSES

Mayor to Order $6,250,000 Construction Projects This Winter if Emergency Arises—Outlines $20,000,000 Public Improvements Program.

BOSTON, Aug. 26 (AP) — Mayor James M. Curley today said private welfare agencies, unable to obtain subscriptions, had turned their cases over to the city with the result the city had spent $4,017,000 in relief payments during the first seven months of the year as compared with $1,912,000 for the corresponding period a year ago.

Prepared for Emergency.

Mayor Curley said he was prepared, if the emergency becomes sufficiently acute, to start construction this winter on a $5,000,000 courthouse addition and on three new municipal buildings to cost $1,250,000. He had opposed the courthouse addition because the law authorizing its construction provided 70 per cent of the cost must be paid by the city.

The mayor said he was considering the possibility of ordering city officials to turn in city automobiles provided for their use, and dismiss the chauffeurs. This, he said, would save $100,000 which could be made available for jobless. He ordered department heads today to remove all city employees who fail to pay their poll taxes within 10 days.

Outlines Relief Program.

A public improvements program, totalling nearly $20,000,000 to provide unemployment relief was outlined by Mayor Curley. This included plans to spend $5,000,000 on new schools, $3,000,000 for expansion of the City hospital, $1,250,000 for expansion of the Boston Airport, $1,400,000 for new police and fire houses, and $1,000,000 for the East Boston strandway.

He characterized President Hoover and Governor Ely as pessimists and expressed the opinion the unemployment situation would be alleviated greatly by similar public improvement projects by the state and federal governments.

NORTH ADAMS TRANSCRIPT 8/27/31

New York-Istanbul Fliers Wildly Acclaimed in Boston

Boston gave its native sons, Russell Boardman and John Polando, who flew from New York to Turkey, a rousing welcome when they returned home from their record-breaking flight. Here the fliers (Boardman at left), are seen with Mayor Curley of Boston (centr), and Turkish Ambassador Ahmet Muhtar (right), as they entered the state executive mansion to visit Governor Ely.

BROCKTON TIMES 8/27/31

MAYOR CURLEY OF Boston is getting to be quite a publicist, may end up as some sort of a statesman. He declared yesterday that he doubted this coming winter would be as tough as last winter, in a business way, and further said that the situation was being frightfully complicated by pessimistic utterances of men in high place. That is a sound view of the situation. There is no doubt that constant harping on harder times coming and the necessity of greater relief work is standing in the way of progress back toward prosperity. The people of the nation are being kept in a constant state of trepidation, fear and suspicion.

MONITOR, CONCORD, N.H. 8/25/31

GUN GIVEN TO CURLEY

Boston Mayor Presented With Police Type Pistol to Go With Permit

BOSTON, Aug. 25 (AP)—Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commissioner Eugene C. Hultman paid a nunexpected visit to the mayor's office today. He carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

NEW BEDFORD STANDARD 8/27/31

CURLEY CALLS HOOVER GREATEST GAS POURER

Boston, Aug. 27—Commenting yesterday in the presence of his department heads on official utterances from Washington and elsewhere that the coming winter is likely to be more severe than last winter in the matter of unemployment, branding the community chest movement as a form of relief that appeared silly, and mentioning the federal attitude as that of "pouring gasoline on the flames," Mayor Curley criticized President Hoover as "the greatest gas-pourer the world has ever known."

The mayor was conducting his monthly conference with his official family and while reviewing the excessive burdens of relief which the city is facing, the financial means at his disposal and the plans he would like formulated for legislative action next year, he called on the department leaders to exercise the greatest possible economy, even going so far as to warn them that, if conditions grow worse, he will not hesitate to compel them to drive their own cars and thus dispense with their chauffeurs. He didn't say what would become of the chauffeurs.

N.B.W. BEDFORD MERCURY 8/27/31

CURLEY SAYS HOOVER ADDS TO DEPRESSION

Calls Him "Greatest Gasoline Pourer World Has Ever Known"--- Hits Community Box---May Make Department Heads Drive Their Own Cars to Aid Relief

Boston, Aug. 26.—Commenting today in the presence of his department heads on official utterances from Washington and elsewhere that the coming winter is likely to be more severe than last winter in the matter of unemployment, branding the community chest movement as a form of relief that appeared silly, and mentioning the federal attitude as that of "pouring gasoline on the flames," Mayor Curley criticized President Hoover as "the greatest gas-pourer the world has ever known."

The mayor was conducting his monthly conference with his official family and while reviewing the excessive burdens of relief which the city is facing, the financial means at his disposal and the plans he would like formulated for legislative action next year, he called on the department leaders to exercise the greatest possible economy, even going so far as to warn them that, if conditions grow worse, he will not hesitate to compel them to drive their own cars and thus dispense with their chauffeurs. He didn't say what would become of the chauffeurs.

The peaceful session, which at times was enlivened by the mayor's wit and sarcasm, developed this interesting bit of optimism on the mayor's part. He wished it known that he did not believe conditions in Boston would be worse this winter than last; he was frank to say that he disagreed with President Hoover and other national leaders not only as to the prospects in depression but as to the means of combatting it. He was for the greatest possible preparedness and at the earliest possible time, not only in the manner of handling relief efficiency but in providing for public improvements that would lessen the ranks of the unemployed. To that end he called upon the city council to aid him in approving the sale of unused land and making possible the City Hospital development, and he asked the school committee and the City Hospital trustees to be prepared to submit big construction programs to the incoming legislature.

Prefacing the mayor's decision of municipal affairs there was a talk by Frederic H. Fay, chairman of the City Planning Board, who advocated long-range planning for the chief municipal activities, such as recreation, health, public works and the balancing of improvements of one class with those of others for true proportion. Mr. Fay also advocated, as a matter of true economy, the spending of municipal money in times of depression. He mentioned as the most fertile field of long-range planning the matter of new school construction in the light of the trend in population and having in mind the resources to be available.

Following that address the mayor read a letter from Governor Ely, calling for relief plans to meet the winter conditions and referring to a conference of mayors and boards of selectmen which he would call later. Concerning this letter the mayor made no critical observations, but quickly turned to Simon E. Hecht, chairman of the overseers of the public welfare, to ascertain what proportion of relief for the needy is being supplied by the private agencies. When told it was almost negligible, he asked Charles Gaynor of the institutions department and Health Commissioner Francis X. Mahoney practically the same questions, each of whom gave the opinion that no help could be expected from private sources. A total of 1300 inmates were reported at Long Island almshouse and hospital today, compared with 1050 two years ago and the number of children in the department's care is 25 per cent more than two years ago.

These responses led the mayor to observe that while there appeared to be no hope of municipal aid from philanthropic and generous-hearted citizens, because they had no money to spare under financial reverses, it would be well for the Overseers of the Public Welfare to confer with various organizations and learn what proportion, if any, they could assume if the city's burden becomes worse.

"If President Hoover and Governor Ely and all other pessimists are right that conditions here may reach those that forced Great Britain almost into revolution, there is no other way out of it but for the private citizen to help," the mayor remarked, "but the situation in Boston has not changed, no more cases are being unloaded on the city and I still think that we are faced with two conditions—either to provide work for the unemployed or abandon all public and private projects and make the entire country subject to the dole. Personally, I don't think the coming winter will be so bad as last winter.

Turning his attention to the unpaid property taxes of the city, which had forced City Collector McMorrow to advertise 6500 parcels for sale, Mayor Curley remarked that he would ask the banks to help, in all cases of property carrying mortgages, by the simple expedient of adding to the mortgages the amount of unpaid taxes. He read from a communication of Mayor Bates of Salem that whereas the municipal relief provided by Massachusetts cities in 1930 had totaled $5,000,000, the estimated relief for 1931 is $15,681,000.

Warning the department heads that there are still delinquent poll taxpayers in their offices, the mayor declared that every employe must settle with the city within ten days or be discharged. Moreover, those city employes who have been in the habit for asking for time off with pay to attend conventions, must hereafter be satisfied with attending the same in their vacation periods.

Drawing a happy picture of relief for the building trades with hospital and school building next year, the mayor thought the hospital trustees should plan a $3,000,000 program without delay and the school department on a $15,000,000 program, a third of which would be used each year. He referred to a conference on a war memorial, stating that the commission had agreed on the form and the location in Boston which would mean from $2,500,000 to $3,000,000 in expenditure. Moreover, the $3,000,000 Christian Science development in the South End is merely awaiting, the mayor said, a Supreme court decision on an injunction by a property owner.

For the East Boston Strandway, the city had hope of getting all the necessary land for nothing; for the East Boston airport $700,000 would be available soon, and as for the legislative enactment providing for a new Suffolk county courthouse, while the terms were not satisfactory to the mayor, he would not hesitate to authorize the construction of the building if conditions warranted it. The legislature also authorized the city to spend $1,250,000 on three new municipal buildings, two in Dorchester and one in Charlestown, and while the mayor did not favor such improvements, he would not hesitate to avail himself of the act in an emergency. Next year, he declared, the city should seek legislative approval of the expenditure of $1,500,000 for new police and fire stations.

Though Chairman Hecht of the Overseers of Public Welfare had expressed the opinion that every city employe might be asked to contribute one dollar a month for the relief of the poor, the mayor did not think it advisable to make the request. He appreciated the money that has been contributed voluntarily and hoped it could be much more in the weeks to come.

SPRINGF'D UNION 8/27/31

FUNDS DRIVE BIGGEST SINCE WORLD WAR

Move to Assist Jobless Will Rival Liberty Loan Campaigns.

GIFFORD STARTS PICKING PERSONNEL

National Director Prepares for Drive in All States; Church Leaders in Conference.

CURLEY HITS ELY

Calls Governor Pessimist; Ready to Spend Millions for Jobless, He Says.

WASHINGTON, Aug. 26—(AP) Walter S. Gifford, national relief director, today began building up an organization to conduct the biggest drive for money since the Liberty Loan days of the World War—a nation-wide campaign for unemployment relief funds.

With less than two months in which to lay the groundwork for the drive, scheduled to begin Oct. 19, Gifford devoted his entire day to the personnel of his headquarters staff and the selection of representatives to take charge of the campaign in each State.

Seeks Committee Heads.

Most of the state representatives will be chosen from the membership of the national advisory committee set up by President Hoover.

Gifford also was seeking three or four volunteers to become chairman of committees he plans to set up at headquarters to handle the various phases of the work. He expected to be able to announce their names within a few days.

One committee will be charged with considering the multitude of plans and suggestions which are pouring into relief headquarters. Another will centralize the activities of the various state representatives. A third will maintain contact with national welfare organizations.

While Gifford was organizing for the drive by which it is hoped to provide adequate relief through local funds, President Hoover received a pledge of support for this plan from Mrs. Worthington Scranton, Republican National Committee woman from Pennsylvania.

Takes Issue with Pinchot.

Mrs. Scranton took issue with the recent demand from Gov. Pinchot of Pennsylvania for an extra session of Congress to deal with unemployment and promised that her native city of Scranton would meet its own relief problems during the coming winter.

Activities of the President's organization on unemployment settled down today into two well-defined channels, with relief plans being formulated under Gifford's direction, and his assistant, Fred C. Croxton, devoting himself largely to programs for creating employment.

Meets Church Leaders.

Croxton, who was acting chairman of the President's emergency committee for employment which is now merged with Gifford's organization, conferred with representatives of national church groups, with a view to extending the program of keeping children in the schools during the unemployment crisis.

Those who attended the conference were Rev. F. Ernest Johnson, New York, representing the Federal Council of Churches; Rev. Michael J. Ready, Washington, National Catholic Welfare Conference; Maurice Bisgyer, Washington, National Association of Jewish Center Executives, and G. E. Lenski, New York, National Lutheran Council.

Croxton sent out letters to 26,000 school officials throughout the Nation urging them to encourage children to remain in school and asking them to provide adequate facilities for handling additional numbers. It was pointed out that under present conditions it is difficult for children just out of school to obtain jobs and that it would be better for them as well as society to continue their education.

Curley Ready to Spend Millions for Jobless.

BOSTON, Aug. 26—(AP) Mayor James M. Curley today said private welfare agencies, unable to obtain subscriptions, had turned their cases over to the city with the result the city had spent $4,017,000 in relief payments during the first seven months of the year as compared with $1,912,000 for the corresponding period a year ago.

Mayor Curley said he was prepared, if the emergency becomes sufficiently acute, to start construction this winter on a $5,000,000 Court House addition and on three new municipal buildings to cost $1,250,000. He had opposed the Court House addition because the law authorizing its construction provided 70 per cent of the cost must be paid by the city.

The Mayor said he was considering the possibility of ordering city officials to turn in city automobiles provided for their use, and dismiss the chauffeurs. This, he said, would save $100,000, which could be made available for jobless. He ordered department heads today to remove all city employes who fail to pay their poll taxes within 10 days.

A public improvement program totaling nearly $20,000,000 to provide unemployment relief was outlined by Mayor Curley. This included plans to spend $5,000,000 on new schools, $3,000,000 for expansion of the city hospital, $1,250,000 for expansion of the Boston Airport, $1,400,000 for new police and fire houses, and $1,000,000 for the East Boston Strandway.

He characterized President Hoover and Gov. Ely as pessimists and expressed the opinion the unemployment situation would be alleviated greatly by similar public improvement projects of the State and Federal governments.

BROCKTON ENTERPRISE 8/29/31

TO SHOW PORT OF BOSTON FILM

Blundon Wills Plans a Local Campaign.

First steps in the formation of a Brockton division of the newly organized Port of Boston Society has been taken. This organization, sponsored by James M. Curley, mayor of Boston, and his Commercial, Industrial and Publicity bureau, was started two months ago for the purpose of reviving an active interest in the ports of New England.

The organization is a New England wide movement to stimulate a general interest in port development, so that all parts of the northeastern section of the country may join hands for the improvement of waterfront facilities. It is the belief of the sponsors of this movement that the development of ports will bring about a natural improvement in towns further inland because of the additional revenue which will find its way into this section, a large portion of which is now going to New York and other ports further to the south of us. This additional revenue would amount to several million dollars each year. The seafaring tradition of New England, which was once famous as a shipping centre, has gradually disappeared until now New England is scarcely known for her ports at all, though she has the finest harbors and the easiest channels to navigate on the Atlantic coast from Florida to Maine.

Blundon Wills, representing Mayor Curley and the Industrial bureau of Boston, arrived in Brockton Friday and is beginning a local campaign for supporters in the port movement. He says that the Port of Boston Society has one definite objective in sight, namely, a four-day sailing service to Europe and trunk-line rail connections serving New England with all parts of the United States.

Publix Theatres are co-operating in the project in permitting their theatres throughout New England to be used for special performances in connection with the movement. One of these shows, to which there is no admission charge, will be presented at the Brockton Theatre on next Wednesday night at 11:15 P. M. The programme will include recent sound pictures of the Port of Boston in addition to other features secured for the occasion by J. J. Cahill, manager of the Brockton.

NEW BEDFORD MERCURY 8/27/31

PORT OF BOSTON SOCIETY PLANS OUTLINED

Midnight Performance at Olympia Shows Need of Development

The midnight show sponsored by the Commercial, Industrial and Publicity Bureau of Boston and the Publix Theaters of New England, in honor of the newly-organized Port of Boston society, drew a capacity crowd to the Olympia theater Wednesday night. The large audience was presented a variegated program at the performance. There were various movies and two singers as well as two speakers and Arthur Martel, of the Metropolitan theater in Boston, who rendered several selections on the organ.

The program, which was open to the public without charge, is part of the movement afoot in Boston to reawaken interest in the possibilities of the seacoast resources of New England in general and in the port of Boston in particular. According to Blundon Wills, who acted as Mayor James M. Curley's representative, in his speech, "the object that the Port of Boston society has in view are concretely to gain a four-day sailing service from Boston to Europe and trunkline connections by rail of Boston with all parts of the country. The society further wishes to impress on every New Englander, the advantages of working to regain New England's prestige in maritime affairs, and the fact that only through the efforts of the people of New England, individually and collectively, can this goal be reached."

Arthur W. Forbes, who represented Mayor Charles S. Ashley, as the speaker for the city of New Bedford, addressed the audience on the importance of realizing the position of transportation as a factor in our everyday life. He stated that of every dollar that a person spends one quarter of it goes to pay the transportation charges on the commodity in question. Part of this vast sum could easily be drawn to New England seaports and would result in a gain of millions of dollars revenue annually. He said that with our New England seaport facilities, there is no reason why these revenues should not be brought back to this section where they so rightfully belong.

Mayor Ashley designated Mr. Forbes as his representative because of Mr. Forbes' knowledge of port conditions throughout New England. Mr. Forbes is a former president of the New Bedford Board of Commerce and has specialized in the study of ports and their development.

Besides the speakers on the program, a movie of the development of Boston as a seaport was shown. This depicted Boston's many advantages in the maritime world and pointed out its chances to gain fame in the realm of seaports. The film was a movietone and various Boston personages spoke on the program that is being outlined by the Port of Boston society to put the Massachusetts capital in the front rank as a port of the land with its rail connections with the west and its steamship lines to Europe and the ports of the world.

Miss Pauline Newington, of South Dartmouth, sang several musical numbers and Al Gifford, a local tenor, was also on the program with a group of songs. These singers were accompanied on the piano by John Curry, of the Olympia orchestra. Following the vocal selections, Arthur Martel performed in a grand manner at the console of the Olympia organ. He made the trip from Boston especially for this performance.

The moving picture part of the performance consisted of a newsreel, several trailers showing coming attractions at the Olympia, a comedy, and a feature, "The House That Shadows Built," a film depicting the motion picture industry in review from the days of Wallace Reid and other old time start down to Maurice Chevalier and the headliners of the present day. These were shown in addition to the Port of Boston Publicity film.

As stated above, the admission to the performance was free, the only requirement for admittance being the signing of a coupon requesting that the signer's name be placed on the list of members of the Port of Boston society. This membership, however, did not carry any obligation to pay dues of any sort to the society.

Ephraim—One of them city fellers tried to sell me the Woolworth building.

Joel—What did you say?

Ephraim—I sez, "all right, young feller, wrap it up."

LAWRENCE TRIBUNE 8/26/31

CURLEY TO GIVE WORK TO JOBLESS

BOSTON, Aug. 26. (AP)—Mayor Jas. M. Curley today said private welfare agencies, unable to obtain subscriptions, had turned their cases over to the city with the result the city had spent $4,017,000 in relief payments during the first seven months of the year as compared with $1,912,000 for the corresponding period a year ago.

Mayor Curley said he was prepared, if the emergency becomes sufficiently acute, to start construction this winter on a $5,000,000 courthouse addition and on three new municipal buildings to cost $1,250,000. He had opposed the courthouse addition because the law authorizing its construction provided 70 percent of the cost must be paid by the city.

The mayor said he was considering the possibility of ordering city officials to turn in city automobiles provided for their use, and dismiss the chauffeurs. This, he said, would save $100,000 which could be made available for jobless. He ordered department heads today to remove all city employes who fail to pay their poll taxes within 10 days.

A public improvements program, totaling nearly $20,000,000 to provide unemployment relief was outlined by Mayor Curley. This included plans to spend $5,000,000 on new schools, $3,000,000 for expansion of the City hospital, $1,250,000 for expansion of the Boston airport, $1,400,000 for new police and fire houses, and $1,000,000 for the East Boston Strandway.

He characterized President Hoover and Governor Ely as pessimists and expressed the opinion the unemployment situation would be alleviated greatly by similar public improvement projects by the state and federal governments.

NORTH ADAMS TRANSCRIPT 8/27/31

Home State Gives Fliers Big Reception

John Polando and Russell Boardman, Massachusetts fliers who recently set a new distance record on a non-stop flight from New York to Turkey are shown during the welcome celebration extended to them upon their arrival in Boston. Gov. Joseph B. Ely (center) is giving Polando a commission in the state's air service as Boardman (behind the governor) looks on. The woman with the flowers to the right of Boardman is Mrs. Polando and back of her is Mayor James M. Curley of Boston.

LAWRENCE EAGLE 8/27/31

CURLEY PLANS PUBLIC JOBS TO GIVE WORK TO JOBLESS

BOSTON, Aug. 26. (AP)—Mayor Jas. M. Curley today said private welfare agencies, unable to obtain subscriptions, had turned their cases over to the city with the result the city had spent $4,017,000 in relief payments during the first seven months of the year as compared with $1,912,000 for the corresponding period a year ago.

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WORCESTER GAZETTE 8/28/31

VETERAN GROUP PLANS PAXTON FARM OUTING

A clambake and outing will be conducted by Worcester chapter, Disabled American Veterans of the World War, Sunday afternoon at the farm of Atty. Charles S. Murphy, Paxton.

Invitations to address the veteran group have been accepted by U. S. Sen. Marcus A. Coolidge and John C. Mahoney, candidate for the Democratic nomination for mayor, Comdr. James A. Kelley announced, while invitations also have been extended Mayor O'Hara, U. S. Sen. David I. Walsh, Lieut. Gov. William S. Youngman, Mayor James M. Curley of Boston and Cong. Pehr G. Holmes.

The program of entertainment includes riding and jumping exhibitions by members of the Turkey Hill Polo club. Dinner will start at 1 o'clock.

8/25/31
WORCESTER TELEGRAM

GREEN ASSAILS U.S. INDUSTRY

Labor Chief in Hub Speech Says Leaders Fail in Depression

SUMMON CONGRESS

Urges Special Session to Provide Employment Relief

BOSTON, Aug. 24 (AP)—President William Green, of the American Federation of Labor, today charged that captains of industry have accomplished no constructive program to cope with the unemployment emergency. President Green spoke before the 22d biennial convention of the Amalgamated Association of Street and Electric Railway Employes of America.

"Those who have expected the depression to pass have been disappointed," President Green said. "The situation of unemployment is more and more widespread, blighting all sections of the United States and other nations. Among the captains of industry there does not seem to be a realization or appreciation of the seriousness of the situation. I charge them with failure to meet urgent needs of the situation. There has been nothing whatever done collectively by those who own and manage industry to relieve the situation."

"Labor's action in the emergency, Green said, was to propose an immediate session of Congress to legislate more construction and relief measures and that President Hoover call an immediate conference between the leaders of labor and industry. Labor, he said, would cooperate to the fullest in a conference with industrial leaders.

Mayor James M. Curley, in an address of welcome, also urged that Congress be called into special session to consider the unemployment situation. Others who delivered addresses were Dewitt C. Dewolfe secretary to Gov. Joseph B. Ely, H. Ware Barnum, counsel for the Boston Elevated Railway, and James T. Moriarty, president of the Massachusetts Federation of Labor.

8/27/31
SPRINGFIELD REPUBLICAN

What sort of a marksman is Mayor Curley? This is the next question, now that the Boston papers have printed a picture of him glowering with his new pistol in his hand.

If Gandhi shows up in London next month, as he now says he will, he can teach England how to economize.

GLOUCESTER TIMES 8/27/31

CURLEY'S SUCESSOR?

Ex-Congressman Joseph F. O'Connell will be a candidate for mayor of Boston to succeed James M. Curley. The groundwork of his campaign is already being laid, although no definite announcement of his candidacy is to be expected for some time yet.

SPRINGFIELD NEWS 8/27/31

Ely Stands Firm By His Ruling Against Ouster of Aliens In the State Service

Declares Opinion Remains Unchanged As He Differs With Silverman; Will Not Take Any Action That Would Impair Work at Hospital

Boston, Aug. 27—Reiteration that in his belief the 1931 law governing employment of aliens in public service is not retroactive was made by Gov Ely last night after the issuance by Corporation Counsel Samuel Silverman of a statement that the governor's position in the matter is due to unfamiliarity with the law and a supreme court decision pertaining to it.

Silverman challenged the governor to sustain by something more acceptable than personal opinion his decision that state laws do not command the replacement of alien employes with citizens. It is the counsel's judgment that the laws make displacement of already employed aliens by citizens imperative whereas Gov Ely holds the opposite to be true.

The corporation counsel reaffirmed his decision on the basis to which Mayor Curley ordered the discharge of alien nurses at the City and Long Island hospitals, in order to satisfy the mayor that no error was committee in the act.

As Gov Ely, who drew a salary of $25,000 per year from a prominent Boston law firm, had disagreed with Silverman, whose annual stipend is but $10,000, the mayor was in somewhat of a quandary until Silverman stepped forth with a statement in which he said without qualification that the governor was entirely in error in his interpretation of the laws relating to the employment of aliens.

Apprised of the Silverman statement Gov Ely said:—

I have read the letters of the mayor and Corporation Counsel Silverman. I am sorry to differ with either. But my opinion remains unchanged. In the Lee case referred to by Mr Silverman the supreme court decided that the statutes similar to the one in question are constitutional. I was advised of that fact when I approved the law. The supreme court opinion held that other considerations being equal preference should be given to the citizens of the commonwealth. The opinion in the Lee case expressly refrains from deciding whether or not the statute is retroactive.

In my opinion it was not the expressed intention of the Legislature to require the discharge of efficient and faithful employes already in the public service. I do not propose, in the absence of positive decisions that I am incorrect, to impair the service of our hospital institutions by disrupting the morale. It must be remembered that many thousands of people are being cared for in these institutions and that their welfare is of great importance.

Silverman expressed the belief that the governor had failed to search all of the laws relevant to the issue and had confined himself to an amendment to existing statute enacted by the Legislature this year.

Conceding that the governor failed to study the act passed in 1914 and to examine the decision of the supreme court in the same year in the case of Lee versus the city of Lynn, Silverman declared his disagreement with the stand of the governor that the 1931 amendment is not retroactive.

"The language is clear and unambiguous" reported Silverman. "By its terms, in every position, employment and work by any branch of the government in Massachusetts, citizens shall be given the preference over aliens.'

It is the contention of Silverman that whenever a qualified citizen applies for a job held by an alien, the latter must be displaced.

Deny Slap at Ely

Incidentally, Silverman told the mayor, the supreme court decision in 1914 held that the statute applied to all employes of the government regardless of civil service status.

In this connection Silverman pointed out that the city solicitor of Haverhill who has ruled that the 1914 statute does not apply to employes who are not under civil service, such as nurses, is entirely in error and apparently has not studied the ruling of the supreme court.

On receiving the reaffirmation of Silverman, the mayor decided that no error was committed when the hospital nurses were displaced.

There was vigorous denial that cognizance had been taken of an opportunity to take a slap at Gov Ely and Silverman was insistent that he had given the mayor an opinion, which he is sure is in accord with the law, and that he will not recede until the governor or some other legal expert proves that he was in error.

Violating Law

Chairman Frank A. Goodwin of the Boston finance commission, likewise took issue with the position taken by the governor on the continuance of employing aliens in the state service. He agrees with Silverman's interpretation of the 1914 statute and insists that state department heads who keep aliens employed in positions for which citizens have applied are clearly violating the law.

"It is perfectly clear," he said, "that any head of a department today may hire an alien if there is no citizens of Massachusetts available, but it is equally clear that he would have no right to continue to employ that alien the moment a citizen became available."

Councilman John F. Dowd of Roxbury submitted a second request to Atty-Gen Warner for an opinion on the alien employment statutes. It was indicated at the attorney-general's department that the request will be ignored on the ground that its services are available only for state department heads.

SPRING FIELD REPUBLICAN 8/26/31

Gov Ely Commissions Polando Lieutenant in State Air Service

(Associated Press Photo)

John Polando of Lynn and Russell Boardman of Brookline, who recently flew from New York to Istanbul, Turkey, are shown upon their arrival at Boston. Gov Joseph B. Ely, center, is giving Polando a commission in the state's air service while Boardman, directly behind the governor, stands by.

Boardman and Polando Greeted By Gov Ely and Thousands Of Bostonians Upon Arrival Home

Executive Gives Istanbul Fliers Medallions and National Guard Air Service Commissions—Welcome Noisy But Crowd Smaller Than Those That Cheered When Other Famous Airmen Were Received at State House

From Our Special Reporter

Boston, Aug. 25—Several thousand persons grouped in front of the State House this afternoon when Russell N. Boardman and John L. Polando, nonstop fliers to Turkey, arrived at the State House to be greeted by Gov Joseph B. Ely and presented medallions and National guard air service commissions. They gave the fliers a noisy welcome, but the contrast in this crowd and crowds that have greeted other famous fliers was noticeable. When Lindbergh came to the State House, the crowds extended across Boston common to Tremont street. A slightly smaller crowd greeted the German fliers; a still smaller one was present when Amelia Earhart was greeted, and today's was designer of the plane, Cape Cod, in which the cross-ocean flight was made, as well as Ahmet Murhtar, Turkish embassador, were presented to Gov Ely by Mayor Curley.

Presentation of the medallions and a commission of captain to Boardman and one of 2d lieutenant to Polando, followed. In extending congratulations of the commonwealth, Gov Ely said:—

"Gentlemen, when the news flashed over the sea that you had accomplished the greatest feat known to

even smaller. Had it not been for the cheer-leading and handclapping of the movie men, it is doubtful if the enthusiasm would have amounted to anything.

The fliers landed at the East Boston airport, where they were greeted by Adjt-Gen John H. Agnew and Lieut George Sprague of the governor's staff, who presented them with the freedom of the state on behalf of the governor; and also by Mayor James M. Curley of Boston and other officials. The trip was then to Chelsea for a brief greeting; thence to the State House.

Escorted to Office

Escorted to the governor's private office, the fliers, their wives and Mr and Mrs G. M. Bellanca, the former

HUDSON 8/27/31

WAR MEMORIAL TO BE IN FENS

State Commission Decides on Back Bay Location

The Massachusetts war memorial investigating commission, after a conference with Mayor Curley yesterday afternoon, decided to recommend to the Legislature that the memorial to be erected in the Back Bay Fens near the Richardson bridge on Boylston street.

Mayor Curley was told that the previous commission had determined after hearings throughout the state the sentiment favored placing the memorial in Boston but that its problem was difficult because of the new available open spaces that were at the same time accessible and not likely to dwarf the memorial in future surrounding construction.

The mayor agreed with the commission that the Fens location was the most desired and offered his co-operation. The size, type, design and cost of the memorial will be determined by an architects' competition, details of which are now being worked out.

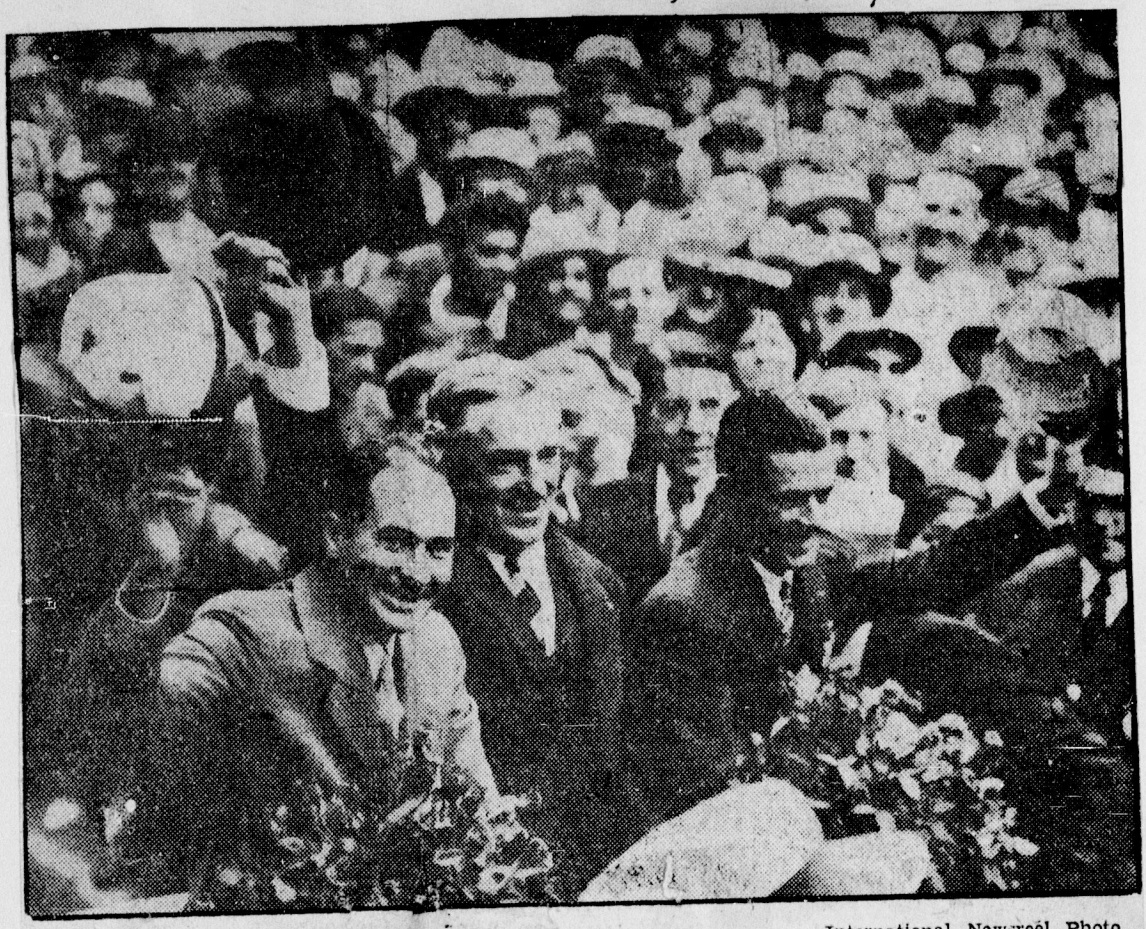
Hon. Charles F McCarthy of this city is a member of the commission on the war memorial.

SPRING FIELD REPUBLICAN 8/7/31

CURLEY'S NEW AUTO CRASHES INTO FENCE

Boston, Aug. 26—Mayor James M. Curley's shiny new sedan was wrecked early today in Roxbury, when the chauffeur, Charles Manning, crashed into an iron fence and concrete pillar to avoid a speeding car coming from the opposite direction. Manning was alone at the time.

NEW BEDFORD MERCURY 8/26/31



—International Newsreel Photo.

Left to right, Russell Boardman, City Treasurer Edmund L. Dolan and John Polando, shown as Polando and Boardman were given a triumphant tour of the city while thousands lined the streets for a glimpse of the pair who broke all records for a non-stop trans-Atlantic flight.

CHELSEA GAZETTE 8/27/31

DECIDE ON LOCATION OF WAR MEMORIAL

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NEW BEDFORD STANDARD 8/27/31

A Bad Example

Mayor Curley's request for a permit to carry a gun grew out of a desire to express his lack of confidence in Police Commissioner Hultmann. It was as much as to say that his honor could not expect protection of his sacred person from the police, and therefore had to go heeled. The political amenities need not interest us. Let the mayor and the police commissioner fight it out. But when the chief executive of a large city ostentatiously gets a pistol permit he does a foolish and a dangerous thing. He encourages people who might be exposed to attack to think that toting a gun will make them safe against it, when in fact it does nothing of the kind, because in ninety-nine cases out of a hundred the criminal is first to draw. As for the ordinary citizen, gun-toting is dangerous—dangerous to himself and to others. Only a few days ago the American Legion convention at Plymouth went on record against the interstate traffic in firearms. It ill becomes the mayor of Boston to encourage gun-toting in the way he has done.

WESTFIELD HERALD 8/27/31

The edict of Mayor Curley of Boston that employes who desire to attend conventions do this on their vacation time, might well be followed in other cities and towns. It is likely that such a rule would decrease the attendance at conventions considerably.

WORCESTER TELEGRAM 8/27/31

MEMORIAL TO BE IN BACK BAY FENS

By Telegram State House Reporter

BOSTON, Aug. 26.—The Massachusetts War Memorial Investigating commission after a conference with Mayor Curley today decided to recommend that the memorial be located in the Back Bay fens on Boylston street.

Mayor Curley was told the previous commission had determined after hearings throughout the state that sentiment favored Boston for the memorial, but that its problem was difficult because of the few available locations that were easily accessible and not likely to dwarf the memorial in future surrounding construction.

Mayor Curley approved of the commission's location and promised his co-operation. The size, type, design and cost of the memorial will be determined by an architects' competition, details of which are now being worked out.

Senator Christian Nelson and Representative Martin Swanson of Worcester are members of the commission.

arms as a crime preventitive.

That Nov. 11, Armistice day be made a national holiday.

That all instructors in colleges and schools supported in whole or in part by public funds be required to take an oath or affirmation of allegiance to the constitution and laws of the United States. This action was taken as a move against communistic propaganda.

That state and federal authorities assist in curbing the use by unauthorized hawkers and peddlers of uniforms resembling those of veterans.

That legislation be enacted which would place enlisted men and emergency officers on an equal basis in the matter of adjusted compensation.

The convention went on record as recommending an active campaign to place competent veterans on a self suporting basis, and it criticized as "inadequate" the personnel of the physic-therapy department of the Boston Veterans bureau. Another resolution asked that a revolving loan fund be created to aid deserving Massachusetts orphans in obtaining higher educations.

Thousands Throng Incline.

The impressive parade, voted the best ever held at a state convention, took two hours and 18 minutes to pass the reviewing stand at Plymouth rock. Thousands thronged the sloping incline across from the rock as a vantage point from which to witness the gorgeous spectacle.

Although they took no part in the bugle and drum corps competition drill, the corps of New Bedford's 40 and 8, playboy branch of the Legion, made their presence felt in the parade.

Their bright orange and cream colored uniforms commanded applause and cheers all along the line of march. The New Bedford delegation was headed along the parade route by Vice Commander Dupuis. Dorthy too of mention in the parade was the bugle and drum corps of the Veterans' hospital at Bedford.

State Fire Marshal John W. Reth, a past state commander, left the reviewing stand to join in march with the famous Yankee Division post as it came along. Lieutenant Governor William S. Youngman also took part in the march. Mayor Curley planned to leave early and return to his summer home at Hull but so colorful was the display that he remained until the last drum beat and trumphet blare faded into silence, leaving a stillness to historic old Plymouth that the town has not known since the convention opened three days ago.

WORCESTER GAZETTE 8/26/31

6

Curley's New Gun

International Newsreel Photo

Mayor Curley, of Boston, shown with the brand new 45-calibre pistol presented to him by Commissioner Hultman at City hall after the mayor had requested he be given a permit to carry a weapon.

NEW BEDFORD STANDARD 8/26/31

NEW ENGLAND PORT FACILITIES FURTHERED

A movement to enlist support in New Bedford for the purpose of promoting greater unified interest in the port and rail facilities of New England is underway under the direction of Commercial, Industrial and Publicity Bureau of Boston. Mayor James M. Curley, Boston, has been actively interested in the project, and his representative, Blundon Wills, whi is now in the city, plans to carry out the work of organization here, similar to what has already been done in Providence and Newport, he said.

As a part of the movement, the Publix theaters are co-operating to bring the matter to the attention of the people, and special performances featuring sound pictures of the port of Boston are to be given in the principal cities of New England. On Wednesday, Aug. 26, at 11:15 P. M., the Olympia theater here will present one of these entertaining programs. In addition to the pictures showing the port of Boston, there will be a variety of novel pictures. The public is cordially invited, and there is no admission charge.

Mr. Wills is to seek the co-operation of Mayor Ashley. He said the city of Boston has one definite goal in mind, a four-day sailing service to Europe with trunk line railroad connections serving New England with all parts of the United States.

SALEM NEWS 8/26/31

6

Curley Now Has Revolver to Go With Shillalah

Boston, Aug. 26—Mayor Curley has his revolver. Police Commissioner Hultman, in person, brought it to City hall yesterday, in a shiny new holster—and witn it a permit from the police department to carry it as he wishes.

The mayor brought himself into this now famous incident a few days ago when he commented upon the high cost of police protection, as shown by the Wickersham commission. Commissioner Hultman took him up at once on his facetious remark about carrying a pistol.

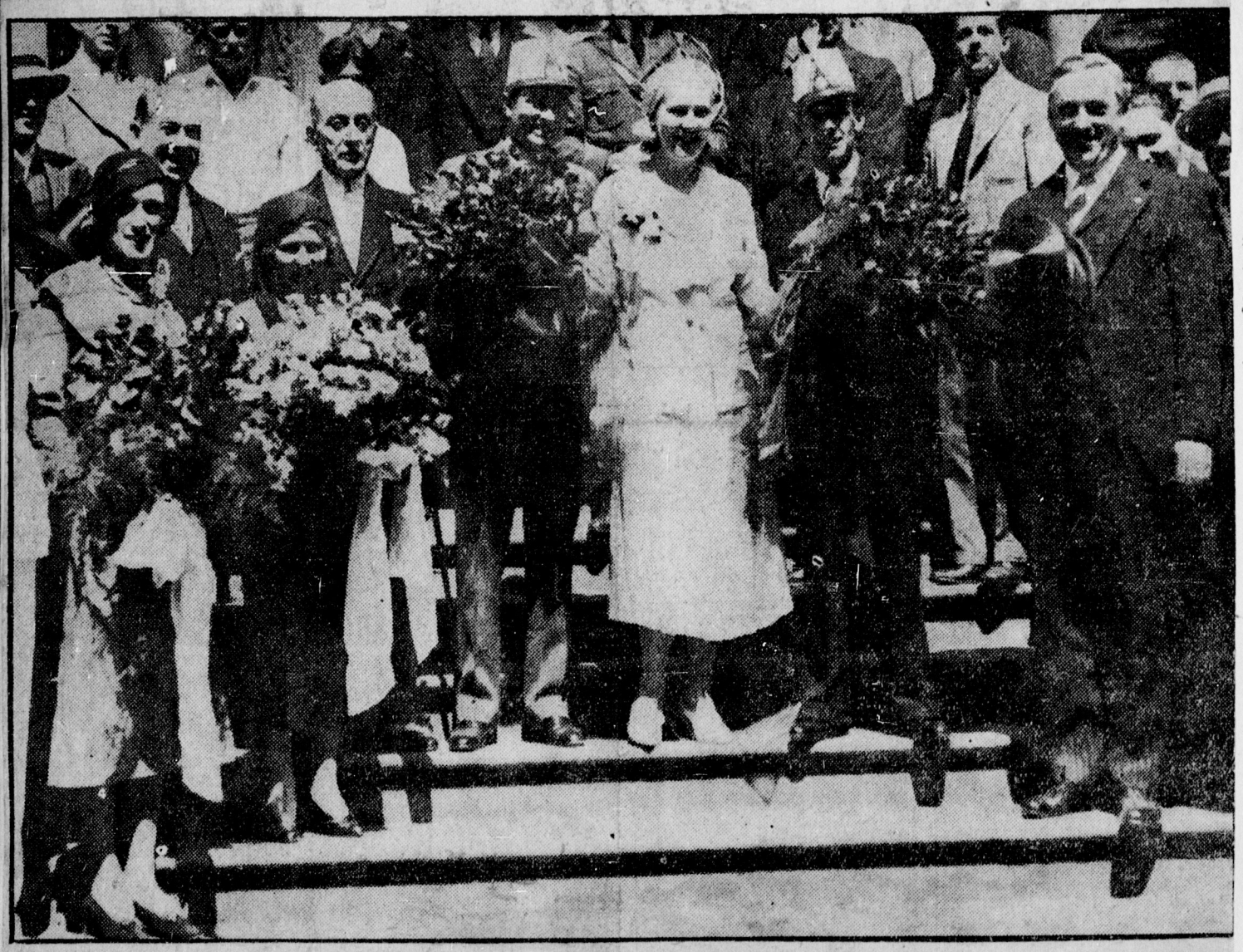
Mayor Curley's new sidearm is a .45, special type, police weapon. As he handed it over, Commissioner Hultman laughingly said he hoped that the mayor would find the revolver a suitable substitute for a shillalah.

SPRINGFIELD NEWS 8/26/31

CURLEY'S NEW AUTO CRASHES INTO FENCE

Boston, Aug. 26—Mayor James. M. Curley's shiny new sedan was wrecked early today in Roxbury, when the chauffeur, Charles Manning, crashed into an iron fence and concrete pillar to avoid a speeding car coming from the opposite direction. Manning was alone at the time.

MAYOR CURLEY AND DAUGHTER WELCOME BOARDMAN AND POLANDO TO BOSTON



—International Newsreel Photo.

Left to right, Mrs. Russell Boardman, Mrs. John Polando, Ahmet Muhtan Bey, Turkish ambassador, Russell Boardman, Miss Mary Curley, John Polando and Mayor Curley, shown as the famous New York to Turkey flyers with their wives were received at City hall, Boston, yesterday.

NEW BEDFORD MERCURY 8/26/31

CONFERENCE SEEN AS POLITICAL MOVE

Walsh-Ely Candidacies Indicated in Meeting at Kansas City

By Gazette State House Reporter

BOSTON, Aug. 26.—Leading Boston Democrats today attached significance to the conference held on Monday between Daniel H. Coakley, Boston Democrat, and Sen. James A. Reed of Missouri. The conference took place in Kansas City and it is generally believed that their discussion related to national politics, with plans for next year's Democratic convention being given consideration.

Reports circulated here yesterday that a group of Boston Democrats is planning to line up a slate of delegates for the national convention pledged to Governor Ely or Senator Walsh for the party nomination for vice president. This movement is seen as a procedure by members of the party unfriendly to Mayor Curley and are for strategical purposes in case that former Governor Smith of New York should refuse to permit his name to be used in lining up delegates pledged to him for the nomination for President.

Mayor Curley has declared himself a supporter of Governor Roosevelt of New York for the Democratic nomination for President. It is generally agreed among Democrats that delegates pledged to Smith would easily defeat a similar group pledged to Roosevelt in Massachusetts.

Therefore it seems evident that the promotion of the Walsh-Ely candidacies for vice president is a protective measure in the event that Smith refuses the use of his name.

WORCESTER GAZETTE 8/26/31

Worcester Contrl Gazette 8/25/31

used to call 'normalcy" in Massachusetts and after the return of such a condition a curb will be put on expenditures and relief from taxation burdens will be sought for the people of Massachusetts."

The governor declared that he had not severed his affection or allegiance to those who served the Commonwealth faithfully for many years and who were of his generation, but spoke "with pride" of the young men he had appointed to aid him in his administration.

He emphasized further that he was not present at the banquet in his official capacity as a representative of the Commonwealth, but was just passing through Worcester from the Cape, en route to his home in Westfield.

"In view of the fact I spoke at a Methodist meeting last Saturday down on the Cape, I felt that I should say a few words here at your banquet," he said laughingly, and the diners aplauded the sally.

Rev. Edward J. Fitzgerald, P. R., of St. John's church, county chaplain, spoke on "The Church." He outlined what the Catholic church has performed for humanity. He stressed the efforts of the church to terminate slavery, its service to the poor and afflicted, its elevation of womanhood and encouragement to labor.

Worcester Post 8/25/31

Mansfield Out for Boston Mayoralty

Assured Support of Good Government Association

BOSTON, Aug. 25—Frederick W. Mansfield, who polled more than 100,000 votes in his campaign against James M. Curley for the mayoralty in 1929, has announced he will be a candidate again in 1933 and that he has been assured the support of the Good Government Association.

Mansfield's approval by the association would be a serious blow to former Mayor Malcolm N. Nichols who has been counting on it. Nichols, should he win the Republican nomination, will find plenty of opposition as Senator Henry Parkman, Jr., and Robert Gardiner Wilson, Jr., have announced they will enter the field the moment it appears Nichols has a chance as they have political scores they wish to even with him.

Parkman and Wilson feel that should there be a large number of Democratic candidates with resultant split in the Democratic vote, they can break the Republican vote wide open and assure the defeat of Nichols.

Mansfield is said to have abandoned an excellent chance to secure a Superior Court judgeship in order to run for mayor in 1933.

N. Bedford Mercury 8/25/31

WEST COAST TO JOIN NEW BEDFORD IN GREETING FLYERS

Edmund T. Price of San Diego, Cal., Is to Assist in Welcoming Boardman and Polando Here Tomorrow Noon

The Western Coast, as represented by Edmund T. Price, president of the Solar Aircraft company, will join with New Bedford in extending greetings to the two famous airmen when Russell E. Boardman and John Polando, holders of the world's non stop long distance flight record arrive in this city tomorrow forenoon as a result of a joint invitation from Mayor Charles S. Ashley and the Standard-Mercury.

Mr. Price owner and co-pilot of his "Flying Nursery" the large plane which brought the Price family across the continent for a brief visit to his former home, last evening accepted the invitation extended by G. Leroy Bradford of the Standard-Mercury, chairman of the New Bedford Boardman-Polando Reception Committee, to speak at the joint luncheon extended the two returning aviators by the Rotary and Kiwanis clubs. Mr. Price will be accompanied by his pilot, C. W. Seaton.

In addition to agreeing to speak briefly during the program following the luncheon, Mr. Price placed his handsome all metal plane at the disposal of the committee and it will probably be used as an escort plane, picking up the Cape Cod and accompanying planes on the outskirts of the city tomorrow forenoon and leading the way over the city and to the two airports.

In announcing the plans are completed for the reception to the two world-famous pilots, the committee last evening requested that heads of all industrial plants in the city be prepared to greet the two airmen when they arrive in the city Wednesday with blasts from their steam whistles. Announcement of the approach of the air fleet scorting the two flyers to this city will be given both by Station WNBH over the air and by 2 blasts of the fire siren.

As soon as the fleet reached the outskirts of the city both the fire department and local radio station will be notified by the Standard-Mercury and through these two sources people living in the vicinity will be warned to be on the lookout for the fleet.

Several hundred special covers bearing a cachet will be mailed from here on Wednesday by Alfred F. Dunham, 253 Mill street, who is sponsoring the special mailing in commemoration of the visit of Messrs Boardman and Polando. Mr. Dunham has received covers from as far away as the Pacific coast which will be mailed on the day in question.

Collectors of cachet covers marking notable air events, have been pouring their letters into the city ever since it was announced that the two aviators would visit here. As a member of the National Association of Cover Collectors, Mr. Dunham was designated as the receiver of the covers. He announced last evening that all covers received by him up to midnight tonight would be stamped with the special cachet and then mailed.

Two members of the New Bedford committee will go to Boston today to attend the special luncheon tendered to the airmen by Mayor Curley. Alderman Isaac Dawson, one of the members is storm bound at Cuttyhunk and will be unable to make the trip. William Sparrow and Chairman Bradford will make the trip however, accompanying Pilot Henry T. Olden of Sound Airways this noon.

Worcester Post 8/25/31

Mayor Curley Is Carrying Gun

BOSTON, Aug. 25 (AP)—Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commissioner Eugene C. Hultman paid an unexpected visit to the mayor's office today. He carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

The commissioner expressed the hope that the weapon not only would safeguard the mayor against thugs and highwaymen but would ward off political enemies as well.

Worcester Gazette 8/25/31

MAYOR CURLEY GIVEN PISTOL AND PERMIT

BOSTON, Aug. 25 (INS)—Mayor James M. Curley of Boston, can go "heeled" whenever and wherever he pleases.

As an outcome of the request several days ago for a police permit to carry a pistol, Mayor Curley was surprised today by a visit from Police Commissioner Eugene C. Hultman, who carried a small black bag.

In the bag was a permit to carry a gun. Also, there was a new type of police pistol, which the commissioner presented to the mayor.

WORCESTER GAZETTE 8/25/31

New York Welcomes Bay State Fliers

Photo (c) International Newsreel

Left to right are Russell Boardman and Mrs. Boardman with John Polando and Mrs. Polando on the welcome yacht Macom on the way up the bay. Behind the fliers is George M. Mand, chairman of the welcoming committee. Boardman and Polando arrived on the S. S. Excalibar and were given a real New York welcome, ever if the weather man wasn't in their favor.

BAY STATE AIRMEN GREETED AT BOSTON

Boardman and Polando Welcomed by City and State Authorities

PEABODY, Aug. 25. (INS)—While John L. Polando, was being feted with Russell N. Boardman for their flight to Turkey, his aunt, Mrs. Alice White died here today. She was the youngest sister of Mrs. Polando's mother and had been ill three weeks.

BOSTON, Aug. 25 (INS)—Boston's heroes of the air—Russell N. Boardman, and John L. Polando, who brought Turkey within flying distance of New York—came back today to get a rousing welcome from the "home folks." Nearly 4000 cheering persons and relatives of both airmen were at East Boston Airport when Boardman brought the wheels of the "Cape Cod" the plane that bridged the gap between New York and Istanbul, Turkey, in a perfect three-point landing, at 12.30 (E.D.T.) this afternoon.

Before being taken through crowd-lined streets to the city hall and thence to the State House, the beginning of a round of receptions and welcomes, Boardman and Polando were officially welcomed home by a reception committee composed of officials of city and state, escorted by seven planes, several of which accompanied the "Cape Cod" all the way from Newark, N. J., the "Cape Cod" circled the airport twice before landing.

The crowds broke through the police lines and surrounded the famous transatlantic monoplane. The extra squads of police had difficulty in making passage to the plane for relatives of the airmen and the official reception committee.

Relatives Greet Fliers

Polando was the first to climb out of the tiny cabin of the plane. Wreathed in smiles, he was greeted with a hug and a kiss by his mother, Mrs. Mary L. Polando, of Lynn, his home city. His wife, and sisters were also there. Boardman emerged from the other side of the plane. He too, was greeted by relatives and well wishers.

Wearing no coats, but appearing in their shirt sleeves, Boardman and Polando were officially greeted by the reception committee, composed of Stanton V. White, official greeter, Edmund L. Dolan, city treasurer, William Long, park commissioner, Supt. of Police Michael H. Crowley, Albert L. Edson, superintendent of the airport, and Lieut. George Sprague, of the governor's military staff, representing Gov. Joseph B. Ely.

Then to the cheers of the crowd, Boardman and Polando were taken to an open automobile, beginning the triumphant parade through Charlestown, and Boston via the so-called "Lindbergh route," the route through which Col. Charles A. Lindbergh rode after his flight from New York to Paris, enroute to City hall, for a greeting by Mayor James M. Curley.

ALL LYNN CHILDREN GO TO BOSTON TO GREET FLIERS

LYNN, Aug. 25 (AP)—All the kids went to Boston today. That is, all except Marjorie Bradshaw, 11, to whom there is no greater hero than John Polando.

Back of automobile trucks were at a premium as the boys and girls of this city made the long trek into East Boston to see Polando and Russel Boardman land and receive their reception. Those whose dads had automobiles were fortunate, but back

AUGUST 25, 1931

BIG WELCOME FOR BOARDMAN AND POLANDO AT BOSTON

Plane Lands at 12:30---Parade Over "Lindbergh Route" and Series of Receptions Feature the Program---Honored by Governor and Mayor---Visitors Presented with Medals and Commissions in National Guard Air Corps

Boston, Aug. 25.—Russell N. Boardman and John L. Polando, whose nonstop flight from New York to Istanbul, in Turkey, established a world record for distance, returned to Boston today to be met with the heartfelt greetings of relatives and close friends and also to undergo the pomp and ceremony with which America is wont to greet its heroes of the air.

Leaving Newark, N. J., at 10:30 o'clock this morning their orange and black Bellanca monoplane, Cape Cod, swung in over the East Boston airport at 12:26 o'clock, after being in sight in the southwestern sky for five minutes. It was escorted by four other Bellanca "ships," carrying friends and relatives of Boardman; three National Guard planes, which took off earlier in the day to escort the flyers, and three United States Army pursuit planes which had been circling over Greater Boston for half an hour and which fell in behind the others.

When over the field the escort planes broke formation and swung out over the harbor to enable the Cape Cod to land. Boardman circled the field once, brought his famous plane to the ground and, guided by Captain Albert L. Edson, airport superintendent, who rode a motorcycle, taxied to a point in front of the administration building.

There a crowd of more than 1000 was gathered. A band had entertained with a concert for an hour before the scheduled time of arrival. Despite the presence of a large number of police, headed by Superintendent Crowley, the crowd broke through the lines and swarmed about the Cape Cod, many shaking hands through the open windows of the cabin with the flyers who were in shirt sleeves. A representative of the city forced his way through the throng to present a bouquet to Boardman.

Polando alighted first from the right side of the cabin and was swept into his mother's arms. The embrace lasted for fully a minute, while those about clapped and cheered. His wife then kissed him.

Boardman stepped from the cabin of the plane to receive greetings of his wife and mother, as well as those of other relatives. Both airmen then donned their coats and received the official greetings of the city as brought by City Treasurer Edmund L. Dolan and Stanton White, assistant director of public celebrations.

L. Sherman Adams, vice president of Bellanca Aircraft, escorted the flyers to the east side of the administration building where they faced a battery of cameras, including the newsreel talkie machines. Speaking into a microphone, Boardman expressed gratitude for the greeting, after which Polando had his turn as a public speaker.

In the meantime ,the escort planes had landed and taxied to the administration building to discharge their passengers. Mrs. Russell Boardman, Mrs. John Polando, Miss Alice Boardman, Miss Claire Boardman, Mr. and Mrs. Jack Moran, Miss Lillian Kendrick, Winthrop Whitney, Mrs. John M. Price, Mrs. Roger Hawthorne, Colonel Albert F. Ford, Captain L. P. Varce, and Mr. and Mrs. G. M. Bellanca were among the passengers. Boardman's brother, Earle Boardman, had flown his own Travelair biplane from New York, leaving there ten minutes before his brother. He carried John M. Price and Roger Hawthorne with him as passengers.

Only 20 minutes were required for the formalities at the airport and at 12:50 a police escort led the automobile parade towards Maverick square.

From there, the route lay through various streets into Chelsea, with scattered groups of people applauding along the way. Entering Chelsea square there was a slight delay until a trolley car got out of the way. A fire siren lent its din to the greeting there while a crowd larger than that at the airport cheered as the cavalcade stopped in front of the court house while Mayor John J. Whalen presented the flyers with bouquets and gave them a few words of congratulation and greeting.

Then the automobiles sped away again, the tactics of some drivers giving it more of the aspect of a free-for-all than a parade. Across the drawbridge into Charlestown, past the navy yard and through City square the distinguished guests sped, with plenty of acclaim being bestowed along the way. As the cars passed into Washington street out of Keany square the first of the shower of torn paper greeted them, though it was noticeable that this feature was not so prominent as in former demonstrations of the kind. In Haymarket square the band and the military escort joined the procession, which continued through Washington street to Court and Tremont streets and thence down School street to city hall, where the airmen entered to be greeted by Mayor Curley while a crowd milled about the automobiles.

Among those who managed to shake hands with Polando was Captain Frederick E. Pereira of Chelsea, who taught the former how to fly in 1927. The latter is commander of Battery H, 243d Artillery corps, M. N. G.

The next port of call was the State House, for Boardman and Polando to pay their respects to Governor Ely. Mayor Curley's luncheon to the flyers at the Copley-Plaza hotel was timed for 2 o'clock.

G. M. Bellanca and several of Boardman's associates flew here in a special Bellanca monoplane to attend the reception and also to be guests at the mayor's luncheon. State and local aviation officials were among the invited guests at the luncheon. The State House and city hall were decorated for the flyers and flags were flown from scores of downtown buildings and other buildings along the parade route.

At the conclusion of the mayor's luncheon, Boardman and Polando will motor to Admiral Richard E. Byrd's Antarctic ship, City of New York, which is now open to the public at South Boston. Captain McKinley, who flew over the South Pole with Byrd, announced this morning that Admiral Byrd would arrive from Maine in time to greet the flyers, when they arrive on the boat at 4:15. A reception will be given at the Hotel Statler by the Advertising Club of Boston, at 5:30, which will be followed by a dinner in the Georgian room. Carroll Swan, president of the club, Major Paul Hines and John Nicodemus have been appointed to handle all the arrangements for both the reception and the dinner. Ahmet Muhtar, Turkish ambassador, and Mr. Bellance have been invited to attend the dinner. Bellanca is the designer of Boardman's plane.

Late last night the Cape Cod arrived at the Newark Metropolitan Airport on a barge to be reassembled for today's flight to Boston. The Cape Cod is not a stranger to Boston, as much of the experimental tests on her were made by Boardman early this year. It was also at the Boston Airport when it caught fire on the eve of last year's takeoff. Sidney J. Paine and Gerald Morey of the Junior Aviation league, will present models of the Cape Cod to Boardman and Polando at the dinner.

The public will be given an opportunity to pay tribute to the flyers at mass exercises to be held this evening in the Municipal Stadium in Columbus Park, South Boston. Plans are being made by the police to handle the thousands of people that are expected to attend the ceremonies. Governor Ely, Mayor Curley, Ambassador Muhtar, Major Clarde Cummings and Captain C. A. Abele will be among the speakers. The exercises are scheduled to start at 7:30. Indications are that the weather will be excellent for the day's program, although Mayor Curley announced that this evening's program will be held in the Boston Arena in the event of rain.

While the Massachusetts flyers were being greeted in New York yesterday.

AUGUST 26, 1931

the Boston reception plans ran up against a temporary snag when the Boston Musicians Union, through its president, George Gibbs, protested to Mayor Curley against participation of the fire department band in the Boston program.

The final conclusion of the affair was the complete withdrawal of the fire department musicians from the parade and the evening exercises. The mayor refused to replace the fire department band in the noon parade with a union organization, but conceded to substitute a union band for the firemen's at the Columbus Park concert.

Although Gibbs insisted that participation by the firemen's band and the band of the 110th Cavalry, Massachusetts National Guard, would deprive union musicians of work, Mayor Curley remained adamant in regard to the National Guard unit. He pointed out that the city had engaged a union band to play at the airport, and a union orchestra for the luncheon in the Copley-Plaza.

The dispute was settled when the fire department musicians withdrew from their scheduled part in the program, and a union band was employed to replace them in the evening.

FALL RIVER HERALD-NEWS 8/27/31

WAR MEMORIAL TO BE IN THE FENWAY

BOSTON, Aug. 27.—The Massachusetts war memorial investigating commission, after a conference with Mayor Curley yesterday afternoon, decided to recommend to the Legislature that the memorial be erected in the Back Bay Fens near the Richardson bridge on Boyleston street.

Mayor Curley was told that the previous commission had determined after hearings throughout the state that sentiment favored placing the memorial in Boston, but that its problem was difficult because of the few available open spaces that were at the some time accessible and not likely to dwarf the memorial in future surrounding construction.

The mayor agreed with the commission that the Fens location was the most desired and offered his cooperation. The size, type, design and cost of the memorial will be determined by an architects' competition, details of which are now being worked out.

PITCHBURG SENTINAL 8/25/31

Hultman Gives Curley Gun

BOSTON, Aug. 25 (AP) — Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commissioner Eugen C. Hultman paid an unexpected visit to the mayor's office today. He carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

The commissioner expressed the hope that the weapon not only would safeguard the mayor against thugs and highwaymen, but would ward off political enemies, as well.

WORCESTER TELEGRAM 8/25/31

Boardman, Polando on Air Hop to Hub Today

Long Distance Record Holders Feted on Arrival in New York—Jewelled Trophies Cause Hitch

NEW YORK, Aug. 24 (AP)—During the official welcome today of the city to Russell Boardman and John Polando, non-stop New York to Istanbul fliers, a United States customs inspector was greeting in equally official manner the bejewelled trophies brought home by the airmen.

The trophies, diamond studded emblems of esteem presented to the fliers by the Aerial club of Turkey, adorned the breasts of the day's heroes when they transferred from the liner Excalibur to the tug Macom, when they rode up lower Broadway to City Hall, and while they were received by Acting Mayor McKee, and during the Advertising Club luncheon in their honor.

Throughout these non-stop ceremonies, Customs Officer James V. McCabe tagged along as a non-stop watcher.

Each of the emblems, he explained, contains a four karat blue diamond, obviously very valuable. Boardman and Polando, having received them as gifts, thought it unnecessary to declare them. This was a mistake, of course, and the customs men said they were anxious to appraise them.

Wear Emblems

When McCabe first broached the subject, the fliers said they would be glad to have the emblems appraised but certainly not until after the ceremonies where officials, relatives, friends and admirers would want to feast their eyes upon them.

At their hotel, the reception completed the fliers unpinned the flashing medals and placed them in McCabe's care. He promised to have them appraised without loss of time in order that Boardman and Polando may pay any duty assessed by the government and wear them again when they reach Boston for the home town welcome.

Rain somewhat marred the official reception, but, under the management of the sanitation commissioner, the ceremonies proceeded like clockwork.

Leaving the Excalibur at Quarantine, the fliers went to the battery on the city tug Macom and were driven to City Hall in automobiles. Acting Mayor McKee received them and congratulated them for the city and the luncheon wound up the acclaim.

Boston Will Give Royal Reception

By Telegram State House Reporter

BOSTON, Aug. 24. — Russell E. Boardman and John Polando, Boston and Lynn airmen, who recently flew to Turkey, will be given a royal welcome when they fly here tomorrow.

Governor Ely will receive them at the State House at 12.30 and present them with gold medallions. The governor will also confer on Boardman, a commission as captain in the air service. Polando will be given a commission as second lieutenant. There will also be a parade, and a reception by Mayor Curley.

At the Boston airport they will be met by state and city officials and officials of the Massachusetts National Guard. An automobile will take the fliers through East Boston, Chelsea and Charlestown to Haymarket square. There a parade will be in waiting. The procession will include the First Corps Cadets in dress uniform, the Apollo temple Shriners' band, the Boston fire department band, and a contingent representing the American Legion, Veterans of Foreign Wars and Spanish American War veterans.

SALEM NEWS 8/27/31

Will Recommend War Memorial Put in Fens

Boston, Aug. 27—The Massachusetts war memorial investigating commission, after a conference with Mayor Curley yesterday afternoon, decided to recommend to the legislature that the memorial be erected in the Back Bay Fens near the Richardson bridge on Boylston street.

Mayor Curley was told that the previous commission had determined after hearings throughout the state that sentiment favored placing the memorial in Boston, but that its problem was difficult because of the few available open spaces that were at the same time accessible and not likely to dwarf the memorial in future surrounding construction.

The mayor agreed with the commission that the Fens location was the most desired and offered his cooperation. The size, type, design and cost of the memorial, will be determined by an architects' competition, details of which are now being worked out.

NEWBURYPORT NEWS 8/27/31

CANDIDATE FOR CURLEY'S CHAIR

Ex-Congressman Joseph F. O'Connell will be a candidate for mayor of Boston to succeed James M. Curley. The groundwork of his campaign is already laid out, although no definite announcement of his candidacy is to be expected for some time yet.

It is quite generally expected by the supporters of the ex-congressman that a considerable section of the Curley organization will indorse O'Connell since the personal and political relations between the two men have been very friendly.

AUG 25 1931

FLY HOME IN NOTED PLANE

Lynn Joins in Greeting To Airmen—Many Gifts

ELY HONORS THEM

Governor Presents Medallions Commemorating Flight

BOSTON, Aug. 25 (AP)—A couple of home town boys came home from Turkey today, and greater Boston turned out to welcome them.

John Polando of Lynn and Russell Boardman of Brookline were the arrivals. While their homes are outside of Boston proper, their headquarters have been in Boston up until the time they decided to fly an airplane from New York to Istanbul, Turkey.

The home folks from the Lynn shoe center and from Massachusetts' largest and richest town joined the throng which gathered at the East Boston airport to welcome the airplane "Cape Cod" when it landed after a trip from New York, where the fliers were welcomed yesterday from the time the transatlantic plane deposited its passngers until late tonight, Massachusetts in general extended welcome to its first two citizens to make the Atlantic hop.

Crowds Cheer

Through lins of cheering Bay Staters the fliers were escorted from the airport to the City hall where Mayor James M. Curley gave them gifts in behalf of the city. After a trip through showers of tape and torn paper in the financial and shopping districts the aviators were taken to the State House where they were given medallions commemorating their flight by Gov. Joseph B. Ely.

Mayor Curley gave them a luncheon and the Advertising Club a dinner. Tonight the city turned out at the municipal stadium to participate in exercises in their honor.

Among the honors given Polando and Boardman by the state were commissions in the state air service.

Boardman, previously a lieutenant, was raised to the rank of captain and Polando was made a second lieutenant.

AUGUST 25, 1931

As Boston Welcomed Boardman and Polando

International Newsreel Photos

Lower photo shows part of the throngs that milled about Boston City hall as the airmen who flew to Istanbul in one hop were welcomed. Upper view shows part of the reception. In the group are Mrs. John L. Polando, Ahmet Muhtan Bey, who is Turkish ambassador; Russell Boardman, Mrs. Boardman, John Polando, Mayor Curley.

NORTHAMPTON GAZETTE 9/3/31

BANKS ASKED TO AID DURING DEPRESSION

Urged to Increase Mortgages Enough So Homes Will Not Be Sold for Taxes

Banks in various parts of Massachusetts are being asked to help out in the present period of financial stress by increasing mortgages in sufficient amount to cover taxes of those whose places may be sold for non-payment of such assessments.

Mayor James M. Curley, of Boston, in letters to mayors in the state, calls attention to this method, which is believed to be already taken up by at least some tax collectors in connection with their usual method of first seeing what can be done through banks and other mortgages before any property is disposed of. The letter follows:

Dear Sir:

The list of properties submitted to me by the city collector to be advertised for sale for non-payment of taxes numbers about 6500. Many of the persons affected and whose properties have been advertised are not in a position to discharge their obligations to the city unless assisted by the institution holding the mortgage on these properties. It would be of immeasurable benefit to the owners if the banks would increase the mortgage in sufficient amount to cover the taxes, the taxes then to be paid by the banks and made a part of the mortgage.

I do not anticipate that a situation similar to the existing one will arise again during the next decade and since the amount to be borne by any one banking institution would not represent a very great investment and the benefit resulting to the home owners would be immeasurable it would appear the proper course to adopt.

Trusting that you will find it possible to consider this matter and should your decision be favorable so inform me at your earliest convenience, I beg to remain

Respectfully your,

James M. Curley
Mayor

HAVERHILL GAZETTE 8/25/31

DECLARES ALIEN NURSES NEED NOT BE DISCHARGED

City Solicitor Priest States Law Does Not Affect Employes Not Under Civil Service

In direct variance with the opinion rendered by Corporation Counsel Samuel Silverman of Boston to Mayor Curley, City Solicitor A. Franklin Priest today filed with the city council an opinion that "there is no law that an alien cannot be employed in a position not classified under civil service."

The opinion was asked by Mayor Forrest V. Smith because of the action taken by Mayor Curley in discharging 18 alien nurses in Boston. Under Corporation Counsel Silverman's ruling, Mayor Curley said he could take no other course. Eight nurses in the municipal hospitals here faced discharge under that ruling, but City Solicitor Priest today said, "The law does not compel the discharge of the alien nurses, above mentioned, but they may be discharged without hearing or cause if it is deemed desirable."

"I am, therefore, of the opinion," he said, "that nurses, both graduate and under-graduate, in the employ of the City of Haverhill in the municipal hospitals, not being classified under civil service, are not affected in any way by the provisions of Chapter 31 of the general laws, and particularly Section 19 of that chapter. There is no law that an alien cannot be employed in a position not classified under civil service."

The opinion was placed on file by the city council without comment or reading.

Alderman James M. Costello, commissioner of health and charities, however, stated that it was not fair that graduate nurses from foreign countries should come into the United States and obtain good positions and not have consideration enough for the country to become citizens.

Under the ruling of the city solicitor, the trustees of the municipal hospitals can discharge the alien nurses without hearing or cause. The question of discharge will probably be a dead issue in view of the ruling.

Under Solicitor Priest's ruling the question can be taken before the Supreme court for a final opinion. Any group of 10 citizens can bring a writ of mandamus to compel the trustees to discharge the alien nurses, basing their petition on the ruling of Corporation Counsel Silverman. The Supreme court would then have to rule whether Mr. Priest's opinion was proper. Under Mr. Silverman's ruling, the 18 Boston nurses dischcarged have no redress. If the trustees here should discharge the nurses, they would have no redress, but with no action taken by the trustees, citizens have a right to bring a mandamus petition compelling the trustees to discharge them.

City Solicitor Priest quotes various sections of the law pertaining to the employment of persons under civil service.

LAWRENCE TRIBUNE 9/4/31

AUTO RATES PARLEY CALLED BY CURLEY

BOSTON, Sept. 3 (AP)—Mayor James M Curley today called a conference of mayors and chairmen of boards of selectmen throughout the state to discuss proposed automobile liability insurance rates. He said the meeting which was scheduled for next Wednesday in the Boston city hall was for the purpose of arriving at a definite program for opposition of the proposed rates.

If a decision is reached, a request will be made to Governor Joseph B. Ely to call a special session of the state legislature to consider the plan evolved.

Three plans are to be discussed, it was announced They are: A state insurance department to compete with private companies; the Connecticut demerit system, and a uniform rate for the entire state.

Protests against the suggested rates continued to pour into the office of Governor Ely today. Some protestants suggested remedies, others attacked insurance companies and some demanded action by the governor. Legislators and city officials led the opposition.

Mayor John J. Murphy of Somerville took steps to institute a referendum on repeal of the law and announced a substitute plan for insurance under state supervision. His plan would provide for owners of automobiles to pay into a public fund. Those not contributing would have to supply bonds to satisfy claims in case of an accident. He said his proposal would carry provisions to account for fraudulent claims.

EAST BOSTON FREE PRESS 9/5/31

PRESCOTT AROMA GETTING WORSE

Nothing has been Done Since Aug. 4 About Prescott Stench-Hole —Repalec's Fine Letter No Aid To Bremen Street Dwellers

That was a mighty fine letter which Repalec had written for to put in the Argus-Advocate, last Saturday, addressed to Mayor Curley. A City Hall reporter could do no better in the way of perfect construction, diction, chirography and paragraphery. As the Old Timer might say: Yes, and if it was put up to Repalec to read it out loud, or repeat it verbatim, he would swallow his falsh teeth, or break an ankle.

But it was a good letter—a good letter, even if Repalec only just discovered the "old Hulks." While Repalec and others are straining at gnats rodents as big as camels are overrunning the tenements on Bremen Street, where Mayoralty secretary, Frankie Benson used to live. We ought to have a "Bremen Street Day" to make things habitable for Frankie's former neighbors and friends. The house-sewers smell as bad as the adjacent dumps, across the tracks, Uncle Mike, but since August 4th, the date of the Condor Day investigation, nothing has been done about this Prescott Street stench-hole. Uncle Mike, and people going to church Sunday morning complain that they have to carry Keane's Day Square Nose Ointment with them to use on their way to and from church. If they don't take this precaution they have no appetite for breakfast or dinner. Get busy, Uncle Mike, and Repalec.

A Clean Community

The residents of Bremen Street are poor but honest folk who pay the same rate of taxes as those in more sightly and healthier neighborhoods. They put up with railroad noises and annoyances, dirty frontages and auto dangers. It is too bad that they have to endure poor sewerage conditions and bad dump-smells, year in and year out, with no help or attention from those they elect to the City Council and the General Court. We understand that Captain Coughlin, Mr. Webster and the rest of the Board of Trade Water-front Committee are perfectly willing to have our elected officials follow along with them in order to make East Boston a clean community, worthy of Mayor Curley's $35,000,000.00 gift-program, but since the Board of Trade started this campaign it cannot allow anybody who has neglected his full duty to a long-suffering constituency to steal its thunder or carry the "limburger" to the wet-wash laundry and the manicurist. They may follow but they cannot lead or make a misplay by grabbing the ball, offside. Everything is going to be in accordance with a "fair forward-pass"—and don't 'ee fail to forget it, mates.

N. BEDFORD MERCURY 8/25/31

GREEN SAYS INDUSTRY IS REMISS

President of A. F. of L. Says Leaders Fail to Meet Situation

Boston, Aug. 24.—Declaring that captains of industry have accomplished no constructive program to meet the unemployment emergency, William Green, president of the American Federation of Labor, today told delegates to the convention of street car employes in session here that the only proposals in the emergency have been made by labor.

"Those who have expected the depression to pass have been disappointed. The situation of unemployment is more and more widespread, blighting all sections of the United States and other nations. Among the captains of industry there does not seem to be a realization or appreciation of the seriousness of the situation. I charge them with failure to meet the urgent needs of the situation. There has been nothing whatever done collectively by those who own and manage industry to relieve the situation. I have asked them to point to a single instance of where they have collectively announced even a program, notwithstanding our appeal for concerted action and cooperation, or even a declaration of policy. There has been no response whatever. They are seemingly hoping that fate or some unseen power will restore normal conditions."

Labor on the other hand, said President Green, proposes an immediate special session of Congress to legislate more construction programs and relief measures. It also demands that President Hoover call an immediate conference between the leaders of labor and industry. He declared that labor would cooperate to the fullest at such a conference.

Demanding that America ship 300,000,000 bushels of wheat to the famine areas of China and that "Hoover breadlines" be established in "every city and town of the United States," Mayor Curley today urged delegates to the 22nd biennial convention of street railway employes to go on record in favor of an immediate special session of Congress for the relief of unemployment. The convention opened at the Hotel Bradford, to continue throughout the week.

The shipment of wheat to China, said the mayor, would help the farmer, reemploy most of the 900,000 railway employes affected by the depression, and would open up a market for the sale of second-hand American automobiles in the interior of China for transportation of the grain. "China is a country of traditions," said the mayor. "And the fact that America shipped 300,000,000 bushels of wheat to 25,000,000 starving Chinese would be a subject of conversation there for 2000 years to come."

September will mark the end of the second year of depression, said Mayor Curley. "And yet no definite program, other than passing the hat, has been devised to meet the most extraordinary and unprecedented situation in history. And this convention could do no greater service than that of recording itself in favor of a special session of Congress, to urge legislation whereby money instead of proclamations will be placed in circulation."

Money is being piled up in the banks, he said, because no man knows how long he is going to hold his job. While he is saving for a rainy day, he said, there has been a continual rainstorm for the last two years.

"Congress is enjoying a vacation, meanwhile," he said. "It's members are indulging themselves at the seashore while the Long Island institution and others like it are filled with the poor and starving. A jail is a popular summer resort. Every jail is filled to 50 per cent over its capacity and the prisoners are complaining about the lack of accommodations."

The mayor took a fling at the police department, with the remark that if Queen Isabella had stayed at Boston hotels she would have had no jewelry with which to endow Columbus, alluding to recent robberies of jewelry salesmen in this city.

The convention is that of the Amalgamated Association of Street and Electric Railways of America, and other speakers at the morning session included Rev. Francis Phelan, representing Cardinal O'Connell; Dewitt C. DeWolfe, secretary to Governor Ely; Charles E. Paine, assistant corporation counsel; James T. Moriarty, president of the State branch of the American Federation of Labor; Arthur Moriarty, president of the Boston Central Labor Union; Patrick Williams, general manager of the Providence street railway system; and H. Ware Barnum, counsel for the Boston Elevated Railway.

John C. Carey, president of the Boston Carmen's Union, presided at the opening of the convention, and turned the gavel over to William D. Mahon, of Detroit, president of the organization.

William Green, president of the American Federation of Labor, was scheduled to speak at the afternoon session today after which all sessions will be closed to the public. More than 600 delegates are in attendance.

MALDEN NEWS 8/25/31

A Warning

IT IS an old saying that "charity begins at home," and another is that "one should first look after his own house." Applied to us, the citizens of Massachusetts, do these bits of proverbial philosophy justify us in taking the position that none but Massachusetts contractors should build our roads, no matter at what additional cost to our tax payers, or in discharging from our public hospitals faithful and efficient nurses who happen to have been born in Nova Scotia, and haven't yet had time enough to get final naturalization papers? Evidently some people think so, enough of them to influence our Executive Council and our State Legislature to take action in both these directions. We do not believe that either decision is a wise one, or that the people of Massachusetts when they put their minds to it, will approve of either. It is bad judgment to create a favored class of bidders for public contracts. That is always costly to the tax payers and it grows more costly the longer it continues. Massachusetts contractors can build roads as cheaply as Connecticut contractors if they wish to. To tell them they needn't try to is all that is needed to make our tax burdens progressively heavier than they need be. As for the case of the nurses, almost everyone feels that a great injustice has been done. Even Mayor Curley, who enforced the provisions of the law, did it with an apology. These young women were attracted here to go into training on the definite understanding that their services were needed and welcome. Now, in spite of their devotion and their efficiency, they are discharged. Frankly, we don't like it. This sort of thing will create ill feeling against Massachusetts among its neighbors on all sides. If it is carried further, as it may be, it will result in retaliation; and Massachusetts, which lives by exporting goods and services to other states and provinces will suffer for it. It is a parochial, narrow-minded and in the end promises to be a costly business.

CLINTON ITEM 8/25/31

PERMIT TO CARRY GUN

Is Presented Mayor Curley by Police Commissioner Hultman

Boston, Aug. 25—Mayor James M. Curley can go "heeled" whenever he pleases. As the outcome of a request for a police permit to carry a pistol, Mayor Curley was surprised today by a visit from Police Commissioner Hultman, who carried a small black bag. In the bag was a permit to carry a gun, also there was a new type of police pistol which the commissioner presented the mayor.

Worcester Gazette 8/25/31

NAMED PRESIDENT BY HIBERNIANS

JOHN E. FENTON

STATE A. O. H. NAMES FENTON PRESIDENT

Lawrence Man Elected Today as Convention Comes to Close

Atty. John E. Fenton, of Lawrence, was elected president of the Massachusetts state branch of the Ancient Order of Hibernians this afternoon at the close of the two-days' biennial convention of the order at Hibernian hall.

Other officers elected were: Maurice F. Walsh of Wakefield, vice president; James H. Ivory of North Brookfield, secretary, and Michael J. Ahern off Boston, treasurer.

The selection of the next convention city was left to the discretion of the incoming state board. It is generally believed, however, that Springfield will be given the preference among the cities of the state.

Attorney Fenton was graduated from the Lawrence High school in 1916, Holy Cross college in 1920 and Suffolk Law school in 1924. He taught in the Lawrence public schools for nearly nine year, and was faculty manager of athletics at the Lawrence High school for five years.

He is register of deeds for the Northern Essex district and is the only elected Democratic official in Essex county, holding a county office.

The morning session which opened at 10 o'clock was devoted to routine business and addresses, the principal of which was that by State Treasurer Charles F. Hurley, who is a member of the order.

"It is my opinion," he said, "that the board of bank incorporators' duties should be enlarged, if they have the power, and this is no reflection on the bank commissioner's office — that if we, the board of bank incorporators have the power to grant charters for banks, we also should have supervision over the conduct of banks.

"The particular point I wish to stress is the question of foreclosure of mortgages on homes. The board of bank incorporators should be empowered to investigate the facts causing the foreclosure and to see that the home owners are given proper protection. I think the rate of interest should not exceed 5 per cent on mortgages.

"Discussing the statement that press dispatches this morning quote foreign papers that Britain is ruled by United States banks, Mr. Hurley said:

"The people of this country proved their patriotism in the World War, by sending over millions of our young men and also subscribing millions of dollars to Liberty loan drives in order to help finance the World War. In that certainly we of America proved our patriotism and our record speaks for itself.

"With regard to cancellation of war debts, I agree with Senator David I. Walsh, that the principle of the cancellation of war debts is one to be settled by the bondholders who subscribed to those Liberty loans, and I don't think any officials of the nation without a mandate from the people have any right or authority to tax our people in lieu of the collection of these debts, because it is the only way that money could be raised and that is by direct taxation.

"The reason I have an interest as a state official on the question of cancellation is the fact that I have invested $4,000,000, of the sinking funds of the Commonwealth and that of course the first question to be decided as far as the Commonwealth is concerned is where we would be able to obtain the money to make up the loss as represented in the investment in the Liberty bonds.

"We should look after our own people. We are facing a very serious situation this coming winter.

"With regard to the suggestion in a press dispatch this morning from the Emigrant bank of New York, that savings bank deposits should be put into circulation to help business, the banks themselves ought to put their own money into circulation to help the situation also."

Resolutios Offered

Resolutions were reported by the resolutions committee renewing allegiance to the Catholic faith, loyalty to the United States and pledging undying fealty to the constitution and laws of the country; felilitating the people of Ireland in their efforts to work out their own problems" and expressing a desire for eventual absolute independence of the Emerald isle; repeal of the national origins amendment to the immigration law of 1924; urging that the United States build tonnage of the navy commensurate with the Washington 5-5-3 pact of 1921; urging increasing the standing army of the United States; indorsing the stand of the national convention recently held at Newport, R. I., opposing the World court and the League of Nations.

"We are opposed unreservedly to the cancellation of debts due the United States; but in the event that the debts should be cancelled, we urge that Ireland's debts to England also be cancelled simultaneously," the resolution added.

Continuance of the study of Irish history was urged and commendation for the department of education of Massachusetts was given for providing a course in Celtic literature given by Prof. Sidney A. Gunn.

The world's Eucharistic congress to be held in Ireland next year was commended.

Endorsement of the work of Rt. Rev. Thomas J. Shahan, D. D., formerly of Millbury, in the work of the erection of the shrine of the Immaculate Conception at Washington, is given and substantial aid was promised in the work.

The bicentennial of the birth of George Washington next year was noted and co-operation promised.

Governor Ely Hopeful

Expressing the belief that industrial prosperity is about to turn for the better, but issuing a warning that he did not think it is going to be good enough to warrant abatement of efforts to relieve distress, where relief is needed most, Governor Ely, addressed 1000 delegates and visitors at the Bancroft ball room last night.

While the Bay State executive was officially represented by Morgan T. Ryan, registrar of motor vehicles, The governor, however, decided to come up from the Cape for the occassion and was escorted into the main ballroom of the Bancroft by Mayor O'Hara and was loudly cheered.

Mayor James M. Curley of Boston, Congressman Pehr G. Holmes and U. S. Senator Marcus Coolidge, scheduled speakers, were unable to attend but sent messages.

Mayor O'Hara extended the greetings of the city to the visiting delegates. Patrick F. Cannon of Clinton, past state president and national vice president was toastmaster.

The policy of giving young men important positions in the state government promised during his campaign has been fulfilled, Governor Ely said, "and the wisdom of such a step has been vindicated, he declared.

"There are many perplexing things before us," he said. "Just a few days ago I sent letters to all mayors and selectmen in the state urging them to prepare for more relief work during the coming winter.

"There is no doubt in my mind," he continued, turning to Mayor O'Hara, "that the welfare work of Worcester will be well cared for during the winter." He expressed his pleasure as being at the same gathering with the mayor.

"Some people say the State Legislature will not follow this suggestion of curbing public improvements during prosperous times and paying for the work which has just been finished, but I say that if it is shown to them in language forceful enough they will see the wisdom of spending public money in poor times and conserving in good times."

Speaks of Public Works

The governor stated that reports last week in the construction of buildings and highways at least in direct labor showed that 25,000 men had been given employment.

"I wish it had been 100,000," the governor said. "If the Legislature had been all Democratic, I think it might have reached that figure," he added, good humoredly.

"Massachusetts has done better than any state in the Union in its efforts to relieve distress. If every state had done as well as Massachu- 625,000 persons would have been employed in the United States. That means that 625,000 families would have been benefitted, and that is only on public works.

"I am in hopes that in the next three months we may see what we

SPRINGFIELD NEWS
Cont. 8/25/31

in the Polando home sat Marjorie Bradshaw whose only solace was that her step-father was near home again.

Marjorie, the daughter of Mrs. Polando through her first marriage, suffered a sinus infection, and while all the Polandos, including John, Jr., whose three years of age was no bar to his making the trip, went to Boston, Marjorie sat at home marking time until her hero-daddy could get there.

WORCESTER GAZETTE 8/25/31

MANSFIELD MAY ENTER HUB MAYORALTY RACE

Friends Predict Action by State Bar Ass'n Head

Frederick W. Mansfield, president of the Massachusetts Bar Association, who polled upwards of 100,000 votes in his contest against Mayor Curley, will enter the race in 1933 against former Mayor Nichols, his friends predicted last night.

While President Mansfield preferred to reserve his announcement, it was learned that he had agreed to make the fight and his intimate friends and admirers have already started plans for the campaign, still more than two years away, unless Mayor Curley should retire next year to become Governor.

Because of the persistent rumors that the Mayor would throw his hat into the gubernatorial ring next year, Mansfield's friends have pleaded with him to make an early announcement of his candidacy for mayor and match strides with former Mayor Nichols, who has publicly stated that he is merely on a "four-year vacation" from the mayor's office.

Representatives of the Good Government Association have conferred with Mr. Mansfield recently indicating that he would again receive the G. G. A. endorsement and a campaign fund of at least $25,000.

Although former Mayor Nichols carried the Good Government banner in his successful campaign of six years ago, he parted from the G. G. A. while at City hall and turned his guns upon them.

The expected action of President Mansfield in announceing his candidacy will undoubtedly draw early into the race other Democratic aspirants for the first office in the city.

Mentioned in political circles as possible candidates during recent weeks are District-Attorney William J. Foley, Congressman John W. McCormack, Fire Commissioner Edward F. McLaughlin, former Fire Commissioner Theodore A. Glynn, Traffic Commissioner Joseph A. Conry, Chairman Peter F. Tague of the Election Commission and a host of others.

WORCESTER TEL 8/26/31

BOSTON SOLON TO FILE WHEAT BILL

BOSTON, Aug. 25 (AP)—Congressman John W. McCormack of Boston announced his intention tonight of filing a bill in the next session of Congress authorizing the Federal Farm board to lend this country's surplus wheat to China. Congressman McCormack wrote of his proposal to Mayor James M. Curley, who has advocated such a move.

QUINCY NEWS 8/25/31

B & D League and Curley Cup Winners Lauded at Gathering

The championship Clan MacGregor soccer eleven of Quincy was presented the Thomas Grieve cup and the James M. Curley trophy at a special meeting of the organization in Walter Scott hall, South Quincy, last night. With the trophies, which are emblematic of the Boston and District soccer league championship and the open tourney for the beautiful cup donated by the mayor of Boston, went gold medals and rings to each and every player who took part in the team's success last season.

Headed by Clan Chief John McBride, a large delegation of regular members of the Clan was on hand to give the boys a rousing reception.

The MacGregor eleven have won the Boston and District league and Curley competition championships two years in a row now, but last night was the first that individual emblems were ever given for winning the Curley cup. The trophy was won in its first time up by the Fore River Shamrocks of this city who defeated the Boston Celtics in the final, 3-1.

In lauding the brilliant work of the MacGregor outfit in the last two years, Chief McBride paid an especial tribute to Sandy Rae, manager of the aggregation. Rae was said by McBride to be one of the most successful managers in the game and it was a pity he was not returning to continue the good work.

The new executive, Jack McChesnie, elected some weeks ago, was complimented on his fine work during the past seven years as a playing member of the club, and received the best wishes of all members for success as the leader of the Clan forces next season. Rae said he would be on hand to root for the team at all times.

Mayor James M. Curley could not be present, but he was well represented by former Congressman Peter Tague, who spoke on sports generally and the fine work done by Mayor Curley on behalf of athletics.

John H. White of Walpole, president of the Boston and District league and generally recognized as the man who saved that organization from extinction, several years ago, gave a short speech complimenting the MacGregors on their great work in winning the crown for the second consecutive year. White stated that the future of soccer in the United States was in the hands of the schoolboys who were showing more and more interest in the sport.

"The caliber of play in the Boston and District league during next season will be the highest of any circuit in the state," said White, "and with the death-knell of the Massachusetts State league and no chance of any other professional loop making headway in this part of the country, Boston and District league soccer is certain of one of its greatest seasons in 1931-32."

Past Chief John Clark greeted the visiting spokesmen with a few well directed remarks. Percy N. Lane sang comic songs and told stories while vocal selections were also given by "Jock" Arthur and Adam McGee. The affair was brought to a close with the serving of refreshments. Those receiving emblems were Dougie Logan, Tommy Hay, Jack MacChesnie, Al Craig, Dave Nicol, Manager Sandy Rae, Johnny Bell, Johnny Milne, Bobby Allison, Donny MacIntyre, Willie Hutchinson, Dave Murray, Archie Allison, "Brownie" Brown, mascot, and Jimmie Hay.

Medals and rings will be sent to Alex Steele, Clan goaltender, who is in Scotland, and Don McIntyre, in New Jersey.

SALEM NEWS 8/25/31

ALIEN NURSES

The action of Mayor Curley of Boston in discharging 14 graduate and student nurses from the Boston City hospital, on the ground that they are aliens, creates a puzzling situation for many of these workers and the hospitals that employ them. The Boston mayor regrets his action, but feels that the law requires that citizen applicants must be given the preference in the public services. If this law is strictly interpreted as respects hospital workers, many institutions might suffer by the loss of the service of experienced and faithful nurses. Would the spirit of the law require that the service of such institutions must be thus impaired? A large number of Canadian young women have served as nurses in this section, and have made a most favorable impression by the zeal and competence of their work. It seems desirable to retain them so far as possible, and encourage others of the same type to come here.

SALEM NEWS 8/25/31

BOARDMAN, POLANDO TO BE GIVEN A GREAT WELCOME IN HUB TODAY

Record Long Distance Fliers Scheduled to Reach Airport at 12.30 Noon; Will Be Escorted to City Hall; Feted Tonight

OCEAN FLIERS REUNITED WITH WIVES AT NEW YORK

Couples Are Shown Reunited Aboard the Welcoming Tug, Macom. Left to Right—Boardman, Mrs. Boardman, Mrs. Polando and Polando

Boston, Aug. 25—Boston's own flyers get home today.

In the plane that established a world's record for a non-stop distance flight, they will swoop down from the skies this noon, and meet a welcome that will tell them Boston is proud of them.

Russell Boardman and John Polando were in New York last night, and only the unforeseen can delay the great reception. For these are our own boys, and they are coming back not merely to crowds of the curious, but to the outstretched hands of their neighbors and kinfolk.

Their plane itself is named for Cape Cod, and carried the name and fame of Boston clear into Asia Minor when it flew from New York to Istanbul.

"Lindbergh Route" Parade

Boardman and Polando, all going well, will arrive at Boston this noon, and will participate in a prepared program that leaves them sleeping time and not much more.

They arrived yesterday noon at New York aboard the steamship Excalibur, which also carried their dismantled plane, Cape Cod. Immediately upon arrival, the plane was hustled over to the Newark airport, and yesterday afternoon the flyers and mechanics went to work reassembling it for the trip to Boston.

This morning, they expect to take off before 10, and be at East Boston at noon. Guiseppe Mario Bellanca, the designer of their plane, intends to accompany the transatlantic flyers in another plane, and to bring in his plane Mr. and Mrs. Winthrop Whitney and Mr. and Mrs. J. W. Price.

A considerable reception committee will meet Boardman and Polando at East Boston, and as soon as possible they will get into automobiles and head a parade of automobiles over what has come to be called the Lindbergh route, over Meridian street to Chelsea and so back through Charlestown to Boston.

Many organizations of veterans, Boy Scouts and other bodies, have planned to make the march from Chelsea to Haymarket square, the parade ending there before it gets into the traffic in the narrower streets.

City Hall First Stop

For the heroes of the day the first stop will be at City hall, where Mayor Curley will present each with a bronze clock, gifts of the city. Thence Boardman and Polando go to the State house, where Gov. Ely will receive them and present them with medallions.

Boardman will receive at the hands of the governor a commission as captain in the air service of the National Guard and Polando a commission as second lieutenant. The distinction, is is explained, was made because of the fact that Boardman was the leader of the flight.

Next comes the mayor's luncheon at the Copley-Plaza hotel, which is set for 2 P. M. After that, a promised trip will be made to Admiral Byrd's ship City of New York, which is lying over near the army base in South Boston. The appointment for that visit is for 4 o'clock.

The Advertising club of Boston will stage a special welcoming dinner tonight at 5.30 at the Hotel Statler. At this affair, arranged by Carroll Swan, the new president of the club, presentations to the flyers will be made by Mayor Curley and the Junior Aviation league. Bellanca, builder of the flyers' plane, the Turkish ambassador to the United States and a host of other city, state and aviation leaders will be in attendance.

After dinner the municipal reception will be held in the city's stadium on the South Boston strandway. That is set for 7.30 and it can already be seen that it will be difficult for the aviators to get there on time.

Tomorrow, if the announced program is followed, Boardman and Polando will take off for New Bedford and Hyannis.

On Thursday the flying pair will be the guests of the Lynn Press club at dinner in the Sunbeam inn. Lynn is Polando's home town.

NORTHAMPTON GAZETTE 8/25/31

POLANDO AND BOARDMAN REACH BOSTON AND ARE GREETED BY BIG CROWD OF HOME FOLKS

BOSTON, Aug. 25.—(AP)—John Polando of Lynn and Russell Boardman of Brookline, brought the "Cape Cod," their trans-Atlantic airplane, to rest on the East Boston airport grounds at 11.30 (EST) today. The flyers were greeted by a large crowd of home-folks, who strained at police lines to welcome the men who flew to Istanbul, Turkey. People who have known Polando since his childhood days in Lynn shouted a welcome while neighbors from Brookline, Massachusetts' largest town, cheered Boardman.

City and state officials met the flyers and after acknowledging the plaudits of the crowd the airmen were hustled into automobiles to retrace what Boston has come to know as "the Lindbergh route" to the State House.

Polando had been employed as a mechanic at the airport for several years and it was a real return home for him.

Veterans' organizations accompanied the pair on their way into Boston through cheering lines of people in East Boston, Chelsea and Charlestown. The parade then entered Boston's financial district with the usual downpour of ticker tape and torn paper, and proceeded to the city hall, where Mayor James M. Curley presented each flyer with a bronze clock in behalf of the city. The parade then swung through the shopping area and then to the State House.

Governor Joseph B. Ely gave the men medallions. These were of gold, with four points, the figure of an airplane circling the globe, the state seal at the top and two platinum wings extending from each side of the seal. They were similar to the medallion given Colonel Charles A. Lindbergh by Massachusetts.

SPRINGFIELD UNION 8/25/31

Head of Democratic Club Raps Gifford and Pelley.

Special to The Springfield Union.

BOSTON, Aug. 24—Francis J. Finneran, president of the Democratic Club of Massachusetts, in a telegram today to President Hoover asks the President to bring to the attention of Walter S. Gifford, the head of his reorganized relief movement, the advisability of employing more help in telephone companies. Gifford is president of the American Telephone and Telegraph Company.

Finneran also took a slap at President Pelley of the New Haven railroad, saying that "He could not return fast enough to Boston from your conference at Washington to fire hundreds who were then on the payroll of the New Haven railroad."

In addition, Finneran took occasion to bring to President Hoover's attention the fact that Mayor James M. Curley of Boston has, in his opinion, been justly named "the Mayor of the poor."

Finneran's Message.

The telegram read as follows:

"President Herbert Hoover,
"Rapidan Camp,
"Luray, Va.

"Boston press reports that you have appointed 52 of the 60 invited by you to serve on your Unemployment Relief Commission. I note that you have appointed President Gifford of the American Telephone and Telegraph Company as head of this commission and that he is now your guest at camp.

"Kindly have Mr. Gifford show the way toward unemployment relief by having him cut off future machine switching and hiring more help in telephone companies. Two telephone girls today are doing more work than it took three of their sister operators to do 10 years ago.

"The last conference you called on unemployment when you assembled the leaders of American industry caused these leaders to return home and fire thousands of people who had been on their payroll for years. President Pelley of the New York, New Haven & Hartford railroad could not return fast enough to Boston from your conference at Washington to fire hundreds who were then on the payroll of the New Haven railroad.

"While New England is in fairer shape compared with the rest of the Nation, nevertheless Mayor James M. Curley of Boston is spending over $7,000,000 for family welfare and has been well named 'the Mayor of the poor' by United States Senator David I. Walsh.

"This unemployment condition is no joke. Americans care not for English and German relief. The average red-blooded American would rather see the smile of contentment on a group of American children than hear the roar of approval from a gallery of European nobility.

Francis J. Finneran.
President, Democratic Club of Massachusetts."

BEVERLY TIMES 8/25/31

Green Gives Views on on Unemployment

The institutions of the country now are being subjected to the most severe test in history. Now is the time for action rather than talk to prevent the collapse of the nation's social structure.

This was the keynote of the address by William Green, president of the American Federation of Labor, at the 22d biennial convention of the Amalgamated Association of Street and Electric Railway Employes of America at Boston yesterday.

In his address the labor head criticised owners and managers of industry in the country for not relieving the unemployment situation. He declared that proposals from the American Federation of Labor for unemployment relief by guaranteeing every man a job were repeatedly refused by leaders of industry.

He joined Mayor Curley in a demand that President Hoover call a special session of Congress for unemployment relief, urged the five-day week and shorter working day to make workers' jobs secure, and assailed the "commission program" of unemployment relief.

WORCESTER TELEGRAM 8/25/31

OPPOSES GIFFORD FOR RELIEF HEAD

By Telegram State House Reporter

BOSTON, Aug. 24.—Francis J. Finneran, president of the Democratic club of Massachusetts, which is seldom heard of in politics, telegraphed President Herbert Hoover at his Rapidan camp today protesting the appointment of President Gifford of the American Telephone & Telegraph Co. as head of the unemployment relief commission.

Most interesting to politicians in the multigraphed copy of the telegram distributed to the press was Finneran's reference to Senator David I. Walsh calling Mayor Curley the "mayor of the poor." It was interpreted as an attempt to make it appear that the senator is a warm booster of the Boston mayor, when as a matter of fact they have never been particularly friendly.

Finneran asked President Hoover to have Mr. Gifford show the way toward unemployment relief, "by having him cut out future machine switching and hiring more help in telephone companies." He also said that after the last conference of leaders of American industry they returned home and fired thousands who had been on the payrolls for years.

N. BEDFORD MERCURY 8/25/31

RAIN MARS RECEPTION TO BOARDMAN AND POLANDO

Customs Official Also Trails Flyers and Relieves Them of Their Jeweled Trophies---Advertising Club Hosts at Luncheon---Boston Prepares for Celebration Today in Their Honor

New York, Aug. 24 (AP)—During the official welcome today of the city to Russell Boardman and John Polando, non-stop New York to Istanbul flyers, a United States customs inspector was greeting in equally official manner the bejewelled trophies brought home by the airmen.

The trophies, diamond studded emblems of esteem presented to the flyers by the Aerial Club of Turkey, adorned the breasts of the day's heroes when they transferred from the liner Excalibur to the tug Macom; when they rode up lower Broadway to City hall; while they were being received by Acting Mayor McKee and during the Advertising club luncheon in their honor.

Throughout these non-stop ceremonies, Customs Officer James V. McCabe tagged along as a non-stop watcher.

Each of the emblems, he explained, contains a four-karat blue diamond, obviously very valuable. Boardman and Polando, having received them as gifts, thought it unnecessary to declare them. This was a mistake, of course, and the customs men said they were anxious to appraise them.

When McCabe first broached the subject, the flyers said they would be glad to have the emblems appraised but certainly not until after the ceremonies where officials, relatives, friends and admirers would want to feast their eyes upon them.

At their hotel, the reception completed, the flyers unpinned the flashing medals and placed them in McCabe's care. He promised to have them appraised without loss of time in order that Boardman and Polando may pay any duty assessed by the government and wear them again when they reach Boston for the home town welcome.

Rain somewhat marred the official reception, but, under the management of the sanitation commissioner, the ceremonies proceeded like clockwork.

Leaving the Excalibur at quarantine, the flyers went to the Battery on the city tug Macom and were driven to City hall in automobiles. Acting Mayor McKee received them and congratulated them for the city and the luncheon wound up the acclaim.

BOSTON PREPARES FOR RECEPTION THERE TODAY.

Boston, Aug. 24 (AP)—Latest plans for the reception of Russell Boardman and John Polando, holders of the world's long-distance flight record, by Massachusetts and Boston tomorrow were announced tonight.

The flyers will arrive at the airport shortly after noon and will motor through Chelsea to Boston proper, where a military parade will meet them and escort them to City hall and then to the State House. At 2 o'clock they will be the guests of the city at luncheon. In the evening Governor Ely, Mayor Curley, the Turkish ambassador and Guiseppe M. Bellanca, designer of their plane, will be among the speakers at a reception to be held either in Columbus park or the Arena, depending upon the weather.

Governor Ely will confer on Boardman a commission as captain in the air service of the Massachusetts national guard and on Polando a commission as second lieutenant.

TAUNTON GAZETTE 8/25/31

TROLLEY MEN CONVENE

(By the Associated Press)

BOSTON, Aug. 25.—The annual convention of the Amalgamated Associations of Street and Electric Railways Employes of America opened yesterday with about 600 delegates present.

Mayor James M. Curley in an address of welcome urged the convention to go on record as favorable to a special session of congress which would enact legislation designed to alleviate unemployment and stimulate the circulation of money.

James T. Moriarty, president of the Massachusetts Federation of Labor, also addressed the convention.

WOR. POST 8/25/31

Bay State Fliers Get Reception From Home Folks

Polando and Boardman Retrace "Lindbergh Route" to State House

BOSTON, Aug. 25 (AP)—John Polando of Lynn and Russell Boardman of Brookline brought the "Cape Cod," their trans-Atlantic airplane, to rest at the East Boston airport at 11.30 o'clock (E. S. T.) today.

The fliers were greeted by a large crowd of home folks who strained at police lines to welcome the men who flew to Istanbul, Turkey. People who have known Polando since his childhood days in Lynn shouted a welcome, while neighbors from Brookline, Massachusetts' largest town, cheered Boardman. City and state officials met the fliers and, after acknowledging the plaudits of the crowd, the airmen were hustled into automobiles to retrace what Boston has come to know as "the Lindbergh route" to the State House.

Polando had been employed as a mechanic at the airport for several years, and it was a real return home for him.

Veterans' organizations accompanied the pair on their way through cheering lines of people in East Boston, Chelsea and Charlestown. The parade then entered Boston's financial district with the usual downpour of ticker-tape and torn paper, and proceeded to the City Hall where Mayor James M. Curley presented each flier with a bronze clock in behalf of the city. The parade then swung through the shopping area and then to the State House. Gov. Joseph B. Ely gave the men medallions. These were of gold, with four points, the figure of an airplane circling the globe, the state seal at the top and two platinum wings extending from each side of the seal. They were similar to the medallion given Col. Charles A. Lindbergh by Massachusetts.

The flyers then attended a luncheon given by Mayor Curley. After the luncheon they went to visit Admiral Byrd's ship, City of New York, which is on exhibition in South Boston.

A special welcoming dinner was arranged for the early evening by the Advertising Club of Boston at which Giuseppe M. Bellanca, designer of the plane in which Polando and Boardman flew to Turkey; the Turkish ambassador to the United States and a host of city, state and aviation leaders were to be present. The city will then give the men a municipal reception in the city stadium.

During the meeting with Gov. Ely, Boardman was commissioned a captain and Polando a second-lieutenant n the state air service. Boardman previously held a lieutenancy.

LYNN, Aug. 25 (AP)—All the kids went to Boston today, that is, all except Marjorie Bradshaw, 11, to whom there is no greater hero than John Polando.

Backs of automobile trucks were at a premium as the boys and girls of this city made the long trek into East Boston to see Polando and Russell Boardman land and receive their reception. Those whose dads had automobiles were fortunate, but back in the Polando home sat Marjorie Bradshaw whose only solace was that her step-father was near home again.

Marjorie, the daughter of Mrs. Polando through her first marriage, suffered a sinus infection, and while all the Polandos, including John, Jr., whose three years of age was no bar to his making the trip, went to Boston, Marjorie sat at home marking time until her hero-daddy could get there.

BROCKTON ENTERPRISE 8/24/31

MAYOR CURLEY ASKS JOBLESS BE GIVEN AID

Urges Public Works Instead of Close Economy.

Plymouth, Aug. 22.—Decrying the talk of economy everywhere and declaring that Boston does not look forward to a hard winter, Mayor James M. Curley of Boston, in the feature afternoon address of the third and final day of the 13th annual convention of the American Legion, Department of Massachusetts, in session here, referred to the standing army of the United States as the standing joke of the world.

Thousands of Legionnaires from every post in the State are parading the streets of the shire town. Everyone is orderly despite the unusual traffic and the situation is well taken care of by local police and a detachment of State police.

Resolutions passed to-day at the business session in Memorial building included one intended to stop panhandlers from posing as legionnaires. Another would have universal compulsory military training for boys of High school age. A third asks that the legislature committee be urged to secure $400,000 appropriation for a veterans' tuberculosis hospital in Rutland.

Springfield in 1936.

The convention approved the thought of holding the 1936 State convention, five years hence, at Springfield, because that city will be celebrating its 300th anniversary that year.

State Department Commander Richard F. Paul presented resolutions of appreciation for work during the national convention in Boston last year to Col. Carroll W. Swan of Boston, of the National Convention Corporation.

Shortly after his arrival to-day, Mayor Curley of Boston was ushered to a seat of honor on the rostrum and was then introduced by Commander Paul.

He said in part: "I hope I may again extend my courtesies to what was the salvation of free government in the hour of the world's trial, the American Legion."

Make Joke of Army.

Referring to the Memorial building, he said: "Would that we had a little of the faith of our forefathers in whose memory this hall was built.

"To-day we hear everywhere the cry of economy. The government has dispensed with 32,000 of its workers and department heads have been told to cut 22,000 more. They are making the standing army of the United States the standing joke of the world.

Referring to the recent attack of President Pritchett of the Carnegie Foundation against the Grand Army of the Republic and the American Legion in which he classed the two organizations as political colonels and treasury raiders, Mayor Curley said "The G. A. R. and A. L. have been singled out as targets for an attack by officers of the foundation named for a man, who, if he were to give a library to every village in the country could never wipe out the disgrace of the Pullman strike—Andrew Carnegie.

Waited 47 Years.

"They called them grafters. The G. A. R. waited 47 years before getting a $1-a-day pension. Do you call that graft? We would deny the saviors of the United States what the Romans granted to their mules at the Acropolis.

"They are beginning to fear the legion, its size and the power it may have. No one was afraid during the war. Why be afraid now?

"The best thing that could happen to America would be for all 4,000,000 eligible men to become members of the American Legion."

Too Much Economy.

Going back to economy, he said, "Canada, France and England paid to their soldiers adjusted compensation of the money borrowed from the United States.

"We have just started a moratorium which is the first step in ultimately wiping out the indebtedness of 30 billions of dollars. We'll collect only by another war and we don't want that.

"In Boston we don't look for a hard winter, but if we continue to talk economy and stop spending, it will be a tough winter," he concluded.

BROCKTON TIMES 8/25/31

CURLEY GETS HIS PISTOL

BOSTON, Aug. 25 (A. P.)—Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commissioner Eugene C. Hultman paid an unexpected visit to the mayor's office today. He carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

SPRINGFIELD UNION 8/25/31

Captains of Industry Have Failed, Green Charges.

BOSTON, Aug. 24—(AP) President William Green of the American Federation of Labor today charged that captains of industry have accomplished no constructive program to cope with the unemployment emergency. President Green spoke before the 22d biennial convention of the Amalgamated Association of Street and Electric Railway Employes of America.

"Those who have expected the depression to pass have been disappointed," President Green said. "The situation of unemployment is more and more widespread, blighting all sections of the United States and other nations. Among the captains of industry there does not seem to be a realization of appreciation of the seriousness of the situation. I charge them with failure to meet urgent needs of the situation. There has been nothing whatever done collectively by those who own and manage industry to relieve the situation."

Labor's action in the emergency, Green said, was to propose an immediate special session of Congress to legislate more construction programs and relief measures and that President Hoover call an immediate conference between leaders of labor and industry. Labor, he said, would cooperate to the fullest in a conference with industrial leaders.

Mayor James M. Curley, in an address of welcome also urged that Congress be called into special session to consider the unemployment situation. Others who delivered addresses were DeWitt C. DeWolfe, secretary to Gov. Joseph B. Ely, H. Ware Barnum, counsel for the Boston Elevated railway and James T. Moriarty, president of the Massachusetts Federation of Labor.

BROCKTON TIMES 8/25/31

THREE FROM CITY ATTEND P. O. NATIONAL

Delegates to the 32nd annual convention of the United National association of Post Office Clerks, which opened in Boston, at Hotel Statler, Monday, include, from this city George J. Hickey, state president; Thomas L. Crawford, president of the local branch, and James F. Moore, alternate.

The opening prayer was offered by Rev. Francis Phelan, S. T. L., of Boston, representing Cardinal O'Connell. Hon. William S. Youngman, Lt. Gov. of Massachusetts, brought greetings from the state. Ex-Congressman Tague represented Mayor Curley.

After a short business meeting delegates and visitors took a boat for Nantasket, where a shore dinner was served.

Today, women of the party were entertained by the Salada Tea Co. Tonight there will be entertainment and a dance in the Crystal ballroom at Hotel Statler.

Wednesday a bus ride through historic Concord

(CONTINUED)
LAWRENCE EAGLE 8/24/31

The legionnaires went on record as favoring legislation which would place on an equal basis enlisted men and emergency officers in the matter of adjusted compensation.

The convention took no definite action but "received favorably" the invitation of Springfield post to hold the 1936 convention in Springfield, in observance of the 300th anniversary of the founding of Springfield.

The recent report of the Carnegie Foundation criticizing the G. A. R. and the American Legion as "Political colonels" and "treasury raiders" was attacked by Mayor James M. Curley of Boston, in an address to the convention.

The Civil War veterans, he said, were required to wait 47 years before one dollar a day was paid them as pension. He pointed out that Canada, England and France were paying compensation to veterans of the world war from funds which he said had been borrowed from the United States and declared not only the members of the Legion but all American citizens should resent the criticism of the foundation.

Criticizing what he termed "false economy" on the part of the Federal government, Curley said the government had dispensed with the services of 32,000 employes over a period of 18 months and that department heads have been told they must cut off 22,000 more.

SALEM NEWS 8/25/31

Hub Councillor Demands Discharge Of 261 Alien Help

Councilman John F. Dowd of Roxbury yesterday demanded of Mayor Curley the immediate discharge of 261 aliens employed by contractors engaged on municipal projects.

Dowd charged that there are 143 aliens employed on the construction or alteration of schoolhouses and that a check of the employes of only eight contractors, holding municipal contracts, has disclosed that of a total force of 410 men, 118 are aliens.

The demand of the councilman, who was responsible for the discharge of alien nurses at the City hospital and Long Island hospital, was combined with the specific allegation that "contractors and executives in the employ of the city of Boston" are protecting alien workers.

Dowd further charged that absolutely no effort is being made by city officials to force contractors to comply with state laws and city ordinances and his demand on the mayor is regarded as the forerunner of action to compel the grant of preference to citizens on all public works.

Dowd revealed the receipt of an indorsement by the executive committee of the American Nurses' society of America, in Washington, of his demand for the removal of alien nurses, and a similar indorsement by the Italian-American Political club of Massachusetts.

In comment on Dowd's action, Mayor Curley placed on department heads the responsibility for any violations of the laws or ordinances. He made known that if his attention or that of any department head is called to specific cases of the employment of aliens, immediate action will be taken.

FRAMINGHAM NEWS 8/24/31

CONVENTION CLOSES WITH GREAT PARADE

Fifty Bands Play As the 10,000 Legionnairs Take Up March

Parade At Plymouth Is Witnessed By More Than 50,000

Plymouth, Aug. 24—With a colorful parade in which 10,000 legionnaires, including 50 bands, marched over a four-mile route to be reviewed at historic Plymouth Rock, the 13th annual convention of the Massachusetts department, American Legion was brought to a conclusion late Saturday. More than 50,000 persons witnessed the procession.

The convention business was concluded earlier in the day with the election of Stephen C. Garrity of Lowel as department commander to succeed Richard F. Paul and the choice of other department officers. Garrity was victor in a spirited three-cornered contest, defeating Charles T. Flynn of Fitchburg, and Julius Haller of Needham. The vote was Garrity 338, Haller 208, Flynn 207.

James P. Rose of Boston, Frank P. Foy of Quincy and Charles F. Ely Westfield, brother of the governor, were re-elected vice commanders. The other vice commanders chosen were Patrick H. Dupuis of New Bedford and Jeremiah Lahey of Plymouth. William P. Killelea of Leominster and John H. Hooley of Ayer, who were candidates, were far down the list.

The closest fight resulted in re-election of John D. Crowley of Chelsea as treasurer over Charles P. Howard of Reading. Howard, who is chairman of the state commission on administration and finance, was defeated by 26 votes.

Dennis H. Haverty of Worcester was re-elected state adjutant for the eighth consecutive term. Other officers chosen were: Claus M. Feuss of North Andover, historian; Rev. Robert G. White of Watertown, chaplain; Mrs. Josephine B. Coye, Brookline, executive cvommittee member-at-large; and Margaret L. Buckley of Quincy, Alfreda Doucette of Somerville, Harry Kenan of Milton, Benjamin F. Poole of Boston, delegates to the national convention.

Mayor Curley in an address criticized the recent report of the Carnegie foundation, which he and characterized the G. A. R. and the Legion as "political colonies" and treasury raiders." Curley said that not only members of the Legion but all American citizens should resent the criticism.

The delayed action on resolutions brought disposal of a long list of recommendations including one calling for the veterans' bureau to allocate $410,000 additional to construction at the Rutland vetrans' hospital. The funds are available in an appropriation made by Congrees for building by the veterans' bureau but have not yet been allocated.

Other resolutions adopted were largely directed at the crime wave and to curb any possibility of Communistic propaganda, although there were many having to do with veterans' affairs.

Among the principal resolutions adopted were:

To request the national commander to invite Owen D. Young to be the Legion's guest at the Detroit convention next year in appreciation of his efforts in behalf of veterans.

That Nov. 11, Armistice Day, be made a holiday for federal employes.

Thatel egislation be enacted restricting thesale and distribution of firearms as a crime preventive.

The parade, led by Marshal Willard C. Butler and his chief of staff, Earl W. Gooding, was in three divisions, the first composed of a naval and military escort, the second devoted to Legion posts and the third to decorated flats and local Scout organizations.

Central Massachusetts was represented by upward f 300 men in the second division, which was led by John A. Warnke of Webster, the new Worcester county commander, and George D. Melican, commander of Worcester post. The snappy Worcester post fife, drum and bugle corps preceded the Worcester county section and its attractive uniforms and pleasing music brought almost continuous applause.

Oter Central Massachusetts sections represented in the parade and having snappy musical organizations were Orange, Millbury, Fitchburg, Athol, Framingham, Marlboro, Franklin, Gardner and Leominsted. Millbury made an special impression with its white uniforms, beach pajama style,. and its inclusion of women in its drum corps. Fitchburg in addition to its drum corps had with it the famous wrecking crew with box car and engine of the county voiture of the "40 and 8."

During the fornenoon there was a contest between bands and drum corps and the drum corps of Ackroyd post of Marlboro, under the ladership of Lieut. Col. Thomas J. Finn, was awarded first prize for its music. The Norwood band was chosen for the honor of best department band, succeeding tthe Milton band.

Commander Warnke and Vice-commander William E. Nemo of Worcester county were named members of the state executive committee from the Fourth district.

LAWRENCE EAGLE 8/24/31

STATE LEGION ADOPTS RESOLUTION FOR CLOTH MADE IN MASSACHUSETTS

6

(Special to Eagle-Tribune)

PLYMOUTH, August 22—Lawrence, 1932 American Legion convention city, won another excellent victory at the closing session of the 13th annual state convention of the state department when Massachusetts legionnaires adopted the resolution submitted by Lawrence post specifying Massachusetts-made cloth for all official Legion clothing.

In the great street parade of 18,000 persons this afternoon, the crowning feature of the convention, Lawrence legionnaires marched with two huge banners spread from curb to curb, made of cloth manufactured in Lawrence and proclaiming the supremacy of the city in the textile world. Two hundred Lawrence legionnaires headed by Commander Thomas H. Powers walked behind the banners, with the new Drum Corps of sixty pieces making its initial appearance here.

A 14-foot banner made of the same kind of blue cloth used in the making of Legion uniforms, presented to the Lawrence post by the Washington Mills of the American Woolen Company, was carried in the big procession It had a blue and gold fringe, and the letters of gold on the blue background, read, "Lawrence Post, 15, American Legion, Department of Massachusetts. We Weave the World's Worsteds."

As further evidence of Lawrence's supremacy in textiles, a similar banner was unfurled to the gaze of thousands along the parade lines. It was a gift of the Pacific Mills of Lawrence to the post, reading, "Lawrence Post, No. 15, American Legion, Department of Massachusetts. The Finest Dyes and Printed Textiles Some from Lawrence Massachusetts.

The cloth resolution was introduced to the convention members this morning by Edward Dewingk of Norfolk county, chairman of the resolutions committee, who reported favorably on behalf of the committee and moved for its adoption.

Commander Richard Paul asked for discussion and when none resulted, he declared the resolution adopted.

Atty. James A. Donovan of Lawrence post, a member of the constitutional amendments committee, addressed the convention briefly in support of one of the resolution brought before the delegates. All of the department's convention business was completed before the delegation adjourned today.

The resolution submitted by Lawrence past and passed successfully before the convention members, read as follows:

"Whereas, the citizenry of Massachusetts engaged in the textile industry has established our Commonwealth as the nation's clothier; and

"Whereas the happiness and well being of those who wor withk hand and brain in the textile industry can be measured by the yards of cloth consumed by the public; and—

"Whereas, the marketing of the product of our citizenry is the barometer which measures the prosperity of thousands of our citizens; and—

"Where as, the Massachusetts legionnaire is best uniformed in Massachusetts cloth.

"Be is resolved: that the Department of Massachusetts in 13th annual convention assembled at Plymouth, do hereby instruct the incoming officers to accord due recognition to the supremacy of our own citizenry in textile endeavor in specifying Massachusetts made cloth for all official Legion clothing."

The Lawrence Drum Corps, headed by Andrew McMahon arrived here at 11 o'clock last night, too late to participate in the 40 and 8 parade. The band proceeded over the main streets of Plymouth and entertained thousands, earning due applause all along the route. A delegation from Lawrence arrived with the corps and another group came today, among them, District Attorney Hugh A. Cregg of Lawrence.

"The standing army of the United States is the standing joke of the world," he said. He declared thirty billion dollars was owed the United States by its allies during the war and the answer to the question of whether these debts will be paid could be seen in the moratorium. He said there was only one way to collect the money "and that way is too expensive"—through another war.

Mayor Curley said he placed no credence in the belief that the coming winter will be harder than last winter but, he added, "If we all talk economy, if there is no spending, if the practice of false economy is generally practiced, then the coming winter may be even worse than last."

The convention unanimously adopted a resolution calling for legislation to restrict the sale and distribution of firearms. Submitted by Everett Post, the resolution was offered as a plan to help in reducing crime.

Many resolutions were acted upon as the convention got its business under way.

One, unanimously adopted, called upon the President to make Armistice Day, November 11, a National holiday.

Others adopted were:

Requesting State and Federal authorities to assist in curbing the practice of unauthorized hawkers and peddlers soliciting funds while wearing attire resembling Veterans' uniforms.

Recommending an active employment campaign to place every competent veteran on a self-supporting basis.

Creating a revolving loan fund of $1,000 to aid deserving Massachusetts orphans in obtaining higher education.

The Department also adopted a resolution, offered by Senator Charles A. Stevens of Lowell, proposing action to require all instructors in colleges and schools supported in whole or in part by public funds to take an oath or affirmation of allegiance to the constitution and laws of the United States. The resolution was submitted, it was explained, as a means of combatting what Legion members considered "insidious attempts at dissemination of Communistic and Bolshevistic propaganda."

David L. Shillinglaw, national executive committeeman from Illinois, told the veterans that the National Legion organization was in a position to increase its welfare work for disabled men and deplored what he characterized as the "laziness and indifference of intelligence" regarding important national problems.

The convention voted to request the national commander of the Legion to invite Owen D. Young to be the guest of the Legion at its national convention in Detroit. The resolution, intended to express the appreciation of the veterans for Young's activities in behalf of war veterans, encountered opposition in the resolutions committee on the grounds it savored of politics, due to Young's position as a possible presidential candidate, but was adopted unanimously by the convention body.

The convention asked its legislative committee to urge that $400,000 be made available immediately for the construction of a tuberculosis hospital at Rutland, and that the federal hospitalization board make funds available at an early date for the care at the Northampton Veterans hospital of neuropsychiatric patients suffering from tuberculosis.

The department adopted a resolution criticising as inadequate the personnel of the Physio-Therapy department of the Boston Veterans Bureau and asking that the department be approved.

CONTINUED

LOWELL SUN 8/24/31

Dick McCarty to Be Awarded Mayor Curley Trophy for Third Place in Light Swim

First Event of Kind Under Lowell Swimming Association Auspices Big Success—Mike Rynne Fourth As Bill Handley Wins First Place—Miss Stevens Makes Good Showing

Rising to new heights in its first season of promoting the gruelling sport of distance swimming, the Lowell Swimming association yesterday made an outstanding success of its Boston Light venture in collaboration with the L street Swimming club of Boston.

Youth held sway over the seasoned veterans of many a long pull. Twenty-one-year-old Bill Handley, a lifeguard by occupation, ploughed through the briny swell and "hard waters" between the Light and Carson beach, finishing in four hours and 28 minutes for first place in a field of 13 contenders.

The good-natured feud between Mike Rynne, Lowell's swimming policeman and Dick McCarthy, Lowell's swimming barber, was resumed over the tough old course, McCarthy getting the verdict on this occasion by staying in longer than Rynne. McCarthy was behind Carl Blumer of New York who was third. Rynne was fourth. Miss Marjorie Stevens of Lowell was the only woman in the swim. She did not finish, but made a big impression before she was taken from the water at the bidding of her father, when the pace became tiring, although the finish was in sight.

McCarthy will receive the mayor Curley trophy, it was announced today.

Handley was rewarded with nothing but cheers and applause of 600 spectators as he broke away from the amateur ranks last week.

The official winner of the race is John J. Mullen of Dorchester, who paddled in to the finish line 10 minutes after Handley ended the grind. His time was five hours and three minutes. He will get the Gov. Ely trophy.

The other "pure" athlete, third and last to finish, but who will receive one of the prizes, was Richard McCarthy, 34-year-old Lowell barber, a veteran of long distance swimming. He was pulled out after five hours and 20 minutes.

Swimming and weather conditions were ideal. Last Sunday, all but one of the contestants were forced out by cold and blindness. The temperature of the water at the start was 62 degrees with little sun to bother the marathoners.

One of the youngest and lightest candidates for long distance swimming honors was made yesterday by 17-year-old Billy Nolan of Charlestown, who holds the junior NEAAU mile title. After leading for more than half the distance, the 130-pound St. Catherine HNS and Bunker Hill Boys' club aspirant was forced to quit.

Nolan took the lead early in the race and probably would have finished first is he were a little heavier. His strokes were smoothly and speedily executed. When he struck the cold waters off Castle island he struggled for half an hour and when he was taken out he collapsed. He had to be treated at the City Point coast guard station before he recovered sufficently to go home.

Bill Musky of Lawrence threatened in the early stages of the race. He swam close behind Nolan and when he finally caught up with him, the two staged a stiff battle for a mile. Nolan managed to shake him off.

The most daring attempt of the day was made by Mullen. Early in the day, the official boat lost the tender which his pilot was to use. As he was greasing up at the light he was warned not to go without a pilot. Nevertheless he disregarded the officials' advice and started out with the rest.

He was aided only once—he became hungry three miles from the finish, and lost some time swimming toward the official boat, where he was given two sandwiches and an egg. Near Head House pier he was "picked up" by a boat which directed him to the finish.

ATTLEBORO SUN 8/25/31

HUB MAYOR TO CARRY PISTOL

Boston, Aug. 25—(AP)—Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commissioner Eugene C. Hultman paid an unexpected visit to the mayor's office today, he carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

The commissioner expressed the hope that the weapon not only would safeguard the mayor against thugs and highwaymen but would ward off political enemies as well.

NEW BEDFORD STANDARD 8/25/31

SAYS INDUSTRY DOES NOTHING

Green Tells Street Car Men Unemployment Grows Worse

Curley Urges Wheat Be Sent to China, Wants Hoover Bread Lines

Boston, Aug. 25—Declaring that captains of industry have accomplished no constructive program to meet the unemployment emergency, William Green, president of the American Federation of Labor, Monda ytold delegates to convention of street car employes in session here that the only proposals in the emergency have been made by labor.

"Those who have expected the depression to pass have been disappointed. The situation of unemployment is more and more widespread, blighting all sections of the United States and other nations. Among the captains of industry there does not seem to be a realization or appreciation of the seriousness of the situation. I charge them with failure to meet the urgent needs of the situation. There has been nothing whatever done collectively by those who own and manage industry to relieve the situation. I have asked them to point to a single instance of where they have collectively announced even a program, notwithstanding our appeal for concerted action and cooperation, or even a declaration of policy. There has been no response whatever. They are seemingly hoping that fate or some unseen power will restore normal conditions."

Labor on the other hand, said President Green, proposes an immediate special session of Congress to legislate more construction programs and relief measures. It also demands that President Hoover call an immediate conference between the leaders of labor and industry. He declared that labor would cooperate to the fullest at such a conference.

Demanding that America ship 300,000,000 bushels of wheat to the famine areas of China and that "Hoover breadlines" be established in "every city and town of the United States," Mayor Curley Monday urged delegates to the 22nd biennial convention of street railway employes to go on record in favor of an immediate special session of Congress for the relief of unemployment. The convention opened at the Hotel Bradford, to continue throughout the week.

(CONTINUED)

WORCESTER TELEGRAM 8/23/31

During the hearing, in fact, there were insinuations that it would not be difficult, although there was no charge that it was done, for contractors to get together and make the state work much more expensive than it has been.

The public works commissioners probably will continue to recognize the lowest bidders regardless of residence, and their future awards to out-of-state firms probably will be approved by the council without comment. The new policy at least has not acted to shut out out-of-state firms; they have been well represented in recent bidding.

Smith to Bury Curley?

Massachusetts Democrats who are worried at Mayor Curley's threat to be a candidate for the Democratic nomination for governor, are considering a plan to effectively sidetrack him, not only next year but, as they believe, for all time.

Since Mayor Curley jumped off the Owen D. Young band-wagon he has been the most enthusiastic booster of Gov. Franklin D. Roosevelt as his party's next candidate for president. He has distributed buttons, encouraged the organization of many Roosevelt-for-President clubs and achieved many other things to help the New York executive.

There has been a notable silence on the presidential situation from other state leaders of Democracy. Such men as Sen. David I. Walsh have proclaimed that the state still belongs to Al Smith and he can have it if he wants it.

At the same time they are doubtful that he will be a candidate for the nomination. Meanwhile they say it is too early to make definite decision with respect to supporting a presidential candidate.

The carefully thought-out plan, which, by the way, does not involve the party leaders but is being worked out by lesser figures who have a hatred for Curley, is to implore Al Smith to permit his name to be used as a candidate in the Massachusetts primaries. The talk is, although there is probably no foundation for it, that there is assurance Smith will agree to aid those who want to get the Boston mayor on the sidelines.

Should Smith give his consent it would mean, of course, that a delegation favorable to him would have to be selected. Curley's tremendous activity for Roosevelt would leave him out of the picture. He would be disqualified as a member of the Bay State delegation to the national convention.

With Smith having such a hold on the state Curley would be horribly cramped for a place in the presidential primary spotlight. There are those who believe Curley might even try to fight. That would be doubly pleasing to his enemies who believe it would more effectively mark the end of his political career if he dared to show the slightest opposition to Smith.

It is a very pleasant picture in the minds of those who believe that Curley is a real threat to Democratic harmony next year, but it is probable that it would be more difficult to work out in reality than it is on paper.

There is a widespread belief that Smith will, under no circumstances, be a candidate. Even those who are concocting the Curley plot are extremely doubtful.

They contend, however, it will do no harm if he allows his name to be used at the April primaries because of the opportunity to withdraw in favor of Roosevelt or any other candidate before the convention.

"Double-Barreled"

The fly in the ointment is that even if the plan worked in April, and Curley was kept from attending the convention, it might make his opponents look ridiculous if Governor Roosevelt was the eventual choice.

Mr. Curley, instead of being the loser, might be the ultimate gainer and use his support of Roosevelt to greater advantage in a campaign for the gubernatorial nomination.

Of course there is no certainty that Curley has any intention of seeking the governorship. He has not said so directly. It has been pure speculation and free interpretation of his statements.

And, by the way, the report still persists that Al Smith leans much more strongly toward Owen D. Young than toward Roosevelt.

WASHINGTON SEES STATE G. O. P. WET

Political Prophets Say Massachusetts Will Embarrass Hoover

Special to the Telegram

WASHINGTON, Aug. 22.—What the Republicans in Massachusetts will do next year with the prohibition issue, they know best and only time will tell, but that does not prevent Washington forecasters from proclaiming that the Republican party in the Bay State, so far as they can see, is rapidly drifting to the wets. Predictions that his party in Massachusetts will make a wet declaration next year to Mr. Hoover's great embarrassment are frequent at the capital.

Typical of this sort of report appearing here is comment published in the Washington Star this past week from the pen of its veteran political analyst, who is at all times a conservative Republican and a staunch administration supporter. The Star article says:

"A meeting recently held in Beverly, Mass., attended by many prominent Republicans, a great many of whom were women, hailed with enthusiasm pleas of the speakers for abolition of national prohibition. It is beginning to be rather clear that the Republicans of the Bay State are going to write some kind of a wet plank into their state platform next year, no matter what the G. O. P. does nationally.

"This may be a bit embarrassing to the administration when the campaign begins next year. But wet sentiment in the Bay State is decidedly out of hand so far as the Republican organization is concerned."

RICHARDS.

SPRINGFIELD UNION 8/28/31

The fact is being so well advertised that Mayor Curley of Boston is licensed to carry a pistol hereafter that a little more free publicity can do no harm to his honor. There is no official statement as to why the mayor should go armed with a deadly weapon. If the police force of Boston cannot protect him, can it be depended upon to protect anyone? The lesson of the incident to the public is that every citizen in the least liable to be held up, day or night, should carry a gun. Does the mayor of Boston think that the general arming of the citizenry is desirable? But perhaps the story originated in a joke.

TAUNTON GAZETTE 8/24/31

RECEPTION TO BOARDMAN AND POLANDO TUESDAY

(By United Press)

BOSTON, Aug. 24—The monoplane Cape Cod, in which they recently flew from New York to Turkey, will bring Russell Boardman and John Polando to Boston tomorrow for a municipal reception.

The plane, which arrived as freight aboard the steamship Excalibur in Jersey City, N. J., today, was to be reassembled at Newark airport to make possible tomorrow's flight from there to Boston.

At 12:30 P. M. tomorrow the Cape Cod, escorted by a Bellanca cabin ship carrying relatives of the fliers, is scheduled to land at Boston airport. There will be a parade, a luncheon at the Copley-Plaza with Mayor James M. Curley as host, and dinner at Hotel Statler, where the airmen will be guests of the Boston Advertising Club. At 7:30 P. M. there will be a public reception in the municipal stadium on the strandway.

SPRINGFIELD REPUBLICAN 8/24/31

New York Welcomes Turkey Fliers on WBZ

New York's welcome to Russell Boardman and John Polando on their return from their record long-distance flight to Turkey will be broadcast over WBZ and a network today.

The two men who spanned more than 5000 miles from New York to Istanbul will be greeted first by Acting Mayor Joseph V. McKee in the reception room at the city hall. His welcome and their response will be heard from 12 to 12.15 p. m.

From there the fliers will be escorted to a luncheon to be given their honor by the New York Advertising club. Their remarks and the proceedings will be heard through a WEAF circuit from 1.15 to 2 p. m.

These events will be their first microphone appearances since the flight, although NBC facilities linked them with home folk on July 30 when the mother of Polando and Mayor James M. Curley of Boston, speaking from that city, greeted the pair as they rested at the American embassy at Istanbul. It was a one-way broadcast, however. The fliers got up out of bed to listen at the embassy receiving set.

Other programs on tonight include:

WORCESTER TELEGRAM 8/23/31

Legion's Political Weight Due to Be Demonstrated

Veterans Still Push Issues, Unconcerned With Men—Next Legislature's Reaction to "Teachers' Oath" Bill to Tell Story—State Preference Policy On Roads Interpreted as Temporary—Curley Foes Trying to Get Smith to Push Him Out, Is New Rumor

By JAMES H. GUILFOYLE

BOSTON, Aug. 22.—The influence of the American Legion in politics is likely to be demonstrated in Massachusetts next year as a result of the state convention at Plymouth this week. Legion officials have no intention of abandoning the hands-off policy insofar as candidates are concerned but their suggestions for legislation will be pushed and the outcome will be an interesting barometer of the power the organization might exert if it did become interested in men as well as issues.

The Legion has drawn up several resolutions calling for national and state legislation. The federal proposals are, of course, merely recommendations to the national convention and will not evoke especial local interest, but the few that deal exclusively with state matters will give abundant opportunity to measure the Legion's influence.

Take for instance the resolution of Senator Charles A. Stevens of Lowell, to require school teachers and instructors in educational institutions supported by public funds to take an oath of allegiance to the federal and state constitutions. The resolution was unanimously approved by the convention and next year the General Court will be asked to enact such legislation.

"The Human Equation"

Particularly interesting is the fact that similar legislation was proposed in the Legislature last year by a citizen who was not a Legionnaire. The bill attracted little attention when it was given a hearing and it was rejected in the Legislature after some debate which aroused but little interest.

Will the legislators give it different treatment next year because of the Legion interest? If they do will it be because they recognize the power of the organization? The Legion is well represented in both the Senate and House. It has been making yearly gains in numbers. It is reasonable to presume that members of the Legislature who are also Legionnaires will look with favor on legislation the state organization proposes.

Carrying it a step further, it is difficult to see how the Legion can eliminate the human equation and confine its interest solely to issues. If the Legion proposes legislation, and the suggestion is rejected, the organization may well determine that the way to succeed with issues is to defeat the men who oppose their projects. Undoubtedly there have been candidates who have aroused the enmity of the Legion and suffered at the ballot box—but never yet through organized effort.

Still it is not difficult to imagine that in days to come, if the Legion becomes more powerful in politics, it might well use that influence for or against candidates. It is not beyond the range of possibility to have the Legion determine that future officials shall be from their ranks and then there will be a real test of influence.

Await Next Session

There are strong minds in the Legion who frown upon such thoughts and they are determined that the organization shall not become involved in the personalities of politics. But there also are many members who believe it is simple justice that the men who went overseas to fight for their country should have a big voice in its government.

That the Legion scrutinizes the activities of men in public life was demonstrated at the convention. There was no hesitancy in attacking those who have shown animosity toward the servicemen or those who have displeased them.

It probably will be a long time before the Legion will seek a larger voice in political affairs, if ever, but the attitude of the Legislature next year toward the proposals at the state convention will be significant of the organization's influence.

There is one splendid attribute of the Legion: All its proposals, both federal and state, are directed toward a better America and the preservation of American ideals. The Legion is ready to fight crime, but it is particularly alert that no stone be left unturned to check Communism and Bolshevism.

The action of the governor's council in refusing to recede from its position giving Massachusetts contractors preference in highway construction on two jobs on which they were underbid by out-of-town firms, did not come as a surprise this week but it presents a pretty political muddle that will rise to plague some of the participants.

There might be a suspicion that the Republican council was seeking to embarrass a Democratic governor when he seeks re-election, but if the action favoring Bay State firms was predicated on that premise it is likely to have serious reaction.

Throughout the hearing, Wednesday, some of the Republican councilors made it plain that they were guided largely by a desire to carry out the purpose of Governor Ely in securing a larger appropriation for highway work this year by spending it in the state where, as they said, it would help Massachusetts capital and labor.

When Governor Ely takes the stump next year to argue what he did to help unemployment, those who have contended that his program was wrong and detrimental to the state will have to consider the fact that the council, by Wednesday's action, showed its endorsement by co-operation.

There was preponderant evidence at the hearing that the council was establishing a bad precedent even though temporary.

Evidence Lacking

There was no evidence that out-of-state contractors didn't hire Bay State labor and there was evidence that they spend a lot of money in the state one way or another.

There were remarks in letters that out-of-state firms were not giving Massachusetts preference and fair pay and a number of interested persons professed to have knowledge of such a situation.

But the fact remains that there was no concrete evidence. If there were violations of the state labor laws it would not have been difficult to secure the evidence from the department of labor and industries. The councilors listened to long argument on the dangers of such a policy, and to one brief speech in favor, and then voted not to change their determination to give state preference on the two contracts before it.

Perhaps the most enlightening remark during the discussion, and which did not see the light of day, came from an interested contractor. He had listened to the claims that by giving the contracts to Bay state firms who bid higher than the out-of-state corporations it would mean just so much more money to be distributed among Massachusetts workers and industry.

"Pocketed"

"That's not so," he said. "There will be a certain profit on that job at the lowest bid quoted. By giving the work to a bidder who will charge $5000 more it simply means he will have that much more to put in his pocket as profit. It won't help one bit more of unemployment."

The council has made it plain that it does not intend to make this state preference a permanent policy but will decide each contract on its merits. The State House guess is that it will never be done again and that the failure to recede last week was due largely to disinclination to admit it was wrong in the first place.

The situation is embarrasing for the public works commissioners who award the contracts. They have steadfastly declined to ignore the lowest competent bidder regardless of his residence. The commissioners have contended that it would menace taxpayers' money to prevent open competition.

CONTINUED

NEW BEDFORD MERCURY, Aug. 23, 1931

20,000 VETERANS IN 12 MILE LINE MARCH BY 100,000 AT PLYMOUTH

New Bedford Delegates Jubilant at Choice of Dupuis as State Vice Commander--Mayor Curley Hits Carnegie Foundation for Criticisms

By THOMAS J. RILEY
[Standard Staff Correspondent]

Plymouth, Aug. 22—Pilgrim heritage and the spirit of '17 joined forces this afternoon to present the most magnificent peacetime demonstration ever seen on the South shore, the 12 mile parade of 20,000 World war veterans that brought to a close the 13th annual convention of the Massachusetts department, American Legion.

Dignitaries View Line.

Probably never that cold Dec. 20 in 1620 when the Pilgrims first set foot on it, has famous old Plymouth rock witnessed such a colorful spectacle. At this historic spot, national, state and local dignitaries review the march of nearly 150 bands and bugle corps representing Legion posts from every section of the state. Land and seaplanes circled overhead while fully 100,000 persons lined the streets to watch the crowning feature of the convention.

New Bedford Legionnaires returning home after anticipating in the event were jubilant over the election of Patrick H. Dupuis, New Bedford, as a state vice commander. His election marked the successful culmination of a spirited campaign which they waged in his behalf.

"I am justly proud of the honor bestowed on me," Vice Commander Dupuis said after the election, "but I am fully as appreciative of the cooperation and the loyalty displayed, not alone by my comrades in New Bedford, but by all in Bristol county and the state in my behalf. I shall endeavor to do my utmost to make New Bedford and Bristol county benefit by faithfully serving them as a state executive of the Legion."

Commander Chosen.

Shortly before the great parade brought to a close the three day convention, Stephen C. Garrity of Lowell was elected state commander, succeeding Richard Paul of Boston. Garrity was swept into office with 333 votes as compared with 208 for past vice commander Julius Haller of Needham, and 207 for vice commander Charles T. Flynn of Fitchburg.

After the convention had disposed of its business it heard an address by Mayor James M. Curley of Boston in which he attacked the recent report of the Carnegie foundation criticizing the G. A. R. and the American Legion as "political colonels and treasury raiders."

Mayor Curley pointed out that the Civil war veterans were required to wait 47 years before they were granted a pension of $1 a day. Canada, England and France, he said, are paying compensation to veterans of the World war from funds he insisted were borrowed from the United States.

Paying tribute to the Legion as "the salvation of the world's government in the hour of trial," he called upon them, not only as Legionnaires but as American citizens to resent the attack of Dr. Henry S. Pritchett, president of the Carnegie foundation.

"The Pilgrims who landed here possessed in the highest measure a sublime faith, the character of which is necessary for the success of any pioneer movement. It was a faith based on confidence and respect for one's fellow men. It was a faith in themselves, in their fellows and a faith in God—would that we had a little more of it in the United States at the present time.

Points to Fear.

"We look on the future today with a certain amount of fear. Why? Because of lack of faith If we were without that faith in 1917 the fate of the whole world might have been different, and the cause of the allies lost.

"On every hand today we hear the cry of economy raised. Yet despite that cry, the federal government dispensed with the services of 32,000 employes within the last 18 months, and more recently the department heads were called in and told that they must discharge 22,000 more. That is false economy. The standing Army of the United States has become the standing joke of the world," he said.

The mayor declared that thirty billion dollars was owed the United States by its allies during the war.

"In this moratorium completed the other day we laid the mattress to wipe out and forget forever that 30 billion. There's only one way we'll ever get that back—and that way is too expensive, because that's another war," he said, "yet it is with that American money that other countries are compensating their veterans of the World war."

He said he placed no credence in the belief that the coming winter will be harder than the last winter, but, he added:

"If we all talk economy, if there is no spending and we all practice false economy, and if we continue to lack national leadership, it is possible that we may have an extremely hard winter. But in closing let me say that one way to avoid it is to fortify yourselves and fortify the country with that faith exemplified by the Pilgrims in 1620 and by the American Legion in 1917."

Receive Scrolls.

Both Mayor Curley and Past Commander Carroll Swan were presented scrolls as a tribute for their part in making such a success of the national convention held last autumn in Boston.

12 Seek Five Offices.

There were 12 candidates in the field for the five vice commander positions to one of which former Bristol County Commander Dupuis was elected. Three of the five successful candidates were runnnig for re-election. Dupuis was fourth in the number of votes, but first of the field not running for re-election. The vote for the vice commander positions was:

James P. Rose, Boston, 455; Charles F. Ely, Westfield, 447; Frank H. Foy, Quincy, 324; Patrick H. Dupuis, New Bedford, 303; Jeremiah J. Lahey, Plymouth, 255.

Others officers elected were Claude M. Fuess, Andover, historian; Mrs. Josephine B. Coye, Brookline, executive committee member at large; Margareet L. Buckley, Quincy, Alfred A. Doucett, Somerville, Barry Tennan, Milton and Benjamin F. Poole, Boston, delegates to the national convention in Detroit this autumn.

A recently ordained Catholic priest, the Rev. Robert G. White of Watertown, was elected state chaplain. Father White, before his ordination a short time ago, was a practicing lawyer and served as assistant District Attorney of Middlesex county.

The recommendation urging the establishment of a new state district to comprise the counties of Barnstable, Dukes and Nantuckeet, was defeated by the delegates. These counties will remain in their present district with Plymouth county. Harold R. Wheeler, former commander of the 10th district, was one of the leaders in the fight to retain the district intact.

Favor Hospital Choice.

The convention passed a resolution to allow any veteran to choose the hospital office he desires, and although this resolution must be endorsed by the national committee before becoming finally effective, it is expected to be reported on favorably. At present veterans from this district and from the Cape are forced to apply to the Providence office.

Other resolutions adopted by the convention include the following:

That legislation be enacted restricting the sale and distribution of fire-

SPRINGFIELD UNION 8/23/31

GARRITY WINS POST AT LEGION MEETING; C. F. ELY REELECTED

Lowell Man New State Commander—Governor's Kin Again Vice-Commander

CURLEY HITS AT CRITICS OF VETS' COMPENSATION

Boston Mayor Calls Standing Army "Standing Joke" — Many Resolves Approved in Closing Session

Plymouth, Aug. 22—(AP)—Stephen C. Garrity of Lowell today was elected commander of the Massachusetts department of the American Legion in the closing session of the 13th annual convention. Garrity served as vice-commander during the last year. He succeeded Richard Paul of Boston.

The three-day convention came to a close with a stirring parade of Legionnaires, who marched through the streets of this historic town while thousands of other visitors joined with residents of Plymouth in review. Earlier in the day the convention disposed of its business, which included the passing of resolutions dealing with veterans and patriotic affairs, and heard an address by Mayor James M. Curley of Boston.

Garrity was swept into office with 338 votes as compared with 208 for Past Vice-Commander Julius Haller of Needham and 207 for Vice-Commander Charles T. Flynn of Fitchburg.

James P. Rose of Boston, Frank Foye of Quincy and Charles F. Ely of Westfield, the latter a brother of Gov Joseph B. Ely, were reelected vice-commanders. The other vice-commanders elected were Patrick H. Dupuis of New Bedford and Jeremiah J. Lahey of Plymouth.

John D. Crowley of Cambridge was reelected treasurer and Dennis A. Haverty of Worcester was returned unopposed as adjutant for his eighth term.

Other officers elected were: Claude M. Fuess of North Andover, historian; Father Obert G. White of Watertown, chaplain; Mrs Josephine B. Coye of Brookline, executive committee member-at-large; Margaret L. Buckley of Quincy, Alfred A. Doucett of Somerville, Barry Tennan of Milton and Benjamin F. Poole of Boston, delegates to the national convention.

Owen Young Invitation Voted

The convention voted to request the national commander to invite Owen D. Young to be the Legion's guest at the Detroit convention next year in appreciation of his efforts in behalf of veterans. Although some opposition developed from those who believed the resolution savored of politics, it was adopted unanimously.

A resolution urging that the legislative committee seek a $400,000 federal appropriation for the construction of a tuberculosis hospital at Rutland was passed. The same resolution asked that the government make funds available at an early date for the care at the Northampton hospital of neuro-psychiatric patients suffering from tuberculosis.

Other resolutions adopted were: That November 11, Armistice day, be made a national holiday.

That legislation be enacted restricting the sale and distribution of firearms as a crime preventive.

Recommending an active employment campaign to place competent veterans on a self-supporting basis.

That all instructors in colleges and schools supported in whole or in part by public funds be required to take an oath or affirmation of allegiance to the constitution and laws of the United States. This action was taken as a move against Communistic propaganda.

Hits Hawkers in Uniform

Creating a revolving loan fund to aid deserving Massachusetts orphans in obtaining higher education.

That state and federal authorities assist in curbing the use by unauthorized hawkers and peddlers of uniforms resembling those of veterans.

Criticizing as inadequate the personnel of the physio-therapy department of the Boston veterans' bureau and asking that the department be approved.

Favoring legislation which would place enlisted men and emergency officers on an equal basis in the matter of adjusted compensation.

Mayor Curley in his address criticized the recent report of the Carnegie foundation which he said characterized the G. A. R. and the Legion as "political colonels" and "treasury raiders." Curley said that not only members of the Legion but all American citizens should resent the criticism.

Curley criticized what he called the "false economy" of the federal government and said the "standing army of the United States is the standing joke of the world."

An invitation from the Springfield post to hold the 1936 convention in that city in connection with the 300th anniversary of the founding of Springfield was "received favorably" but no action taken.

SPRINGFIELD UNION 8/23/31

CURLEY TO GET RIGHT TO BE PISTOL-TOTER

Boston, Aug. 22—Mayor James M. Curley will receive a police permit to carry a revolver, as soon as his request reaches police headquarters and goes through the regular channels.

This was made known yesterday after Police Commissioner Hultman was informed the mayor desired the permit. He said he would approve the application when it came to him as "Mayor Curley is a highly reputable citizen and has a right to carry a gun if he wishes."

NEW BEDFORD 8/24/31

BOSTON COMPLETES PLANS FOR THE BIG RECEPTION TUESDAY

Boston, Aug. 23.—Plans for the reception of Boardman and Polando, the New York-to-Turkey flyers, have been completed and were announced yesterday by Director of Public Celebrations Stanton R. White. Boardman is the only Boston man ever to make a transatlantic airplane flight. Polando's home city of Lynn will stage a special celebration for him after the Boston reception.

The two flyers, Russell Boardman and John Polando will arrive in Boston at 12:30 P. M. Tuesday. They will fly to Boston from a New Jersey airport and will be greeted at the Boston Airport by Mr. White. They will come here in the "Cape Codder," the plane in which they made the record flight. The plane is now being assembled at the New Jersey airport.

After being welcomed to the city by Director White and representatives of the city and state, the aviators and the reception committee will leave the airport in an automobile parade, through Charlestown and Chelsea to Haymarket square, where they will join a larger parade led by Chief Marshal John J. Martin of Roxbury.

Among the organizations in line will be details from the American Legion, Veterans of Foreign Wars, United Spanish War Veterans, United States Marines, the 110th Cavalry, M. N. G., and the Boston Fire Department band.

The parade will pass through Devonshire street, State street, Court street, Tremont and School streets to city hall, where the flyers will be welcomed by Mayor Curley. The mayor will then accompany the parade through Washington and Water streets to Postoffice square, Milk street, Federal, High, Summer, Winter, Tremont, Park and Beacon streets to the state house, where they will be greeted by Governor Ely.

After the reception at the state house the flyers will be entertained at the Copley-Plaza as the guests of the mayor at an informal luncheon. They will then retire to their suites for a rest until 6 P. M., when they will be guests of the Crosscup-Pishon Post, American Legion, at a dinner in their honor in the Hotel Statler.

At 7:30 they will go to the new municipal stadium in the Strandway, South Boston, where they will be presented to the citizens of the city of Boston. The exercises here will be opened by City Treasurer Edmund L. Dolan. Right Rev. M. J. Splaine of Brookline will give the invocation.

Governor Ely will be presented, and the speakers will be Mayor Curley, Major Claude A. Cummings, U. S. A.; Captain C. A. Abele, U. S. N.; Honorable Silvio Vitale, vice consul Muhtar, ambassador extraordinary of Italy; His Excellency Ahmet and minister plenipotentiary of the republic of Turkey; Giuseppe Bellanca, designer of the Cape Codder, and the flyers themselves.

Miss Greta Milos, soprano, will sing, and the program will conclude with a fireworks display.

Arrangements have been made to handle a crowd of at least 100,000 on the Strandway. The program will be broadcast over Station WAAB and its associated stations.

The following morning [illegible] flyers will go [illegible]

PROVIDENCE JOURNAL 8/23/31

GARRITY TO HEAD BAY STATE LEGION

Lowell Man Defeats Haller of Needham and Flynn of Fitchburg for Post.

CONVENTION HEARS CURLEY

Winds Up Three-Day Session with Stirring Parade Through the Streets of Plymouth

Plymouth, Mass., Aug. 22.—(AP)—Stephen C. Garrity of Lowell today was elected commander of the Massachusetts Department of the American Legion in the closing session of the 13th annual convention. Garrity served as vice commander during the last war. He succeeded Richard Paul of Boston.

The three-day convention came to a close with a stirring parade of legionnaries who marched through the streets of this historic town while thousands of other visitors joined with residents of Plymouth in review. Earlier in the day the convention disposed of its business which included the passing of resolutions dealing with veterans' and patriotic affairs and heard an address by Mayor James M. Curley of Boston.

Garrity was swept into office with 338 votes as compared with 208 for Past Vice Commander Julius Haller of Needham and 207 for Vice Commander Charles T. Flynn of Fitchburg.

Other Elections

James P. Rose of Boston, Frank Foye of Quincy and Charles F. Ely of Westfield, the latter a brother of Governor Joseph B. Ely, were re-elected vice commanders. The other vice commanders elected were Patrick H. Dupuis of New Bedford and Jeremiah J. Lahey of Plymouth.

John D. Crowley of Cambridge was re-elected treasurer and Dennis A. Haverty of Worcester was returned unopposed as adjutant for his eighth term.

Other officers elected were: Clude M. Fuess of North Andover, historian; Rev. Fr. Robert G. White of Watertown, chaplain; Mrs. Josephine B. Cote, Brookline, executive committee member-at-large; Margaret L. Buckley, Quincy; Alfred A. Doucett, Somerville; Barry Tennan, Milton, and Benjamin F. Poole, Boston, delegates to the National convention.

The convention voted to request the national commander to invite Owen D. Young to be the legion's guest at the Detroit convention next year in appreciation of his efforts in behalf of veterans. Although some opposition developed from those who believed the resolution savored of politics it was adopted unanimously.

Resolutions Adopted

A resolution urging that the legislative committee seek a $400,000 Federal appropriation for the construction of a tuberculosis hospital at Rutland was passed. The same resolution asked that the Government make funds available at an early date for the care at the Northampton hospital of neuro-psychiatric patients suffering from tuberculosis.

Other resolutions adopted were:

That November 11, Armistice Day, be made a national holiday.

That legislation be enacted restricting the sale and distribution of firearms as a crime preventive.

Recommending an active employment campaign to place competent veterans on a self-supporting basis.

That all instructors in colleges and schools supported in whole or in part by public funds be required to take an oath or affirmation of allegiance to the Constitution and laws of the United States. This action was taken as a move against Communistic propaganda.

Creating a revolution loan fund to aid deserving Massachusetts orphans in obtaining higher education.

That State and Federal authorities assist in curbing the use by unauthorized hawkers and peddlers of uniforms resembling those of veterans.

Criticising as inadequate the personnel of the phycho therapy department of the Boston veterans' bureau and asking that the department be approved.

Favoring legislation which would place enlisted men and emergency oincers on an equal basis in the matter of adjusted compensation.

Curley's Address

Mayor Curley in his address criticised the recent report of the Carnegie Foundation which, he said, characterized the G. A. R. and the Legion as "political colonels" and "treasury raiders." Curley said that not only members of the Legion but all American citizens should resent the criticism.

Curley criticised what he called the "false economy" of the Federal Government and said the "standing army of the United States is the standing joke of the world."

An invitation from the Springfield post to hold the 1936 convention in that city in connection with the 300th anniversary of the founding of Springfield was "received favorably" but no action taken.

VERMONT ELECTS CORRY.

Barre, Vt., Aug. 22.—(AP)—Frank C. Corry of Montpelier was elected commander of the Vermont Department, American Legion, at today's session of the annual convention. He defeated Asa Bloomer of West Rutland.

NORTHAMPTON GAZETTE 8/25/31

MAYOR CURLEY GIVEN A GUN

Boston, Aug. 25—(AP)—Mayor James M. Curley now has a gun to go with the permit to carry a weapon that was offered him a few days ago.

Police Commisisoner Eugene C. Hultman paid an unexpected visit to the mayor's office today, he carried a small black bag. From it he produced a permit, made out to the mayor, and then a pistol of a special police type.

The commissioner expressed the hope that the weapon not only would safeguard the mayor against thugs and highwaymen but would ward off political enemies as well.

SALEM NEWS 8/26/31

GREEN ASKS FOR SPECIAL SESSION ON UNEMPLOYMENT

Head of American Federation of Labor Wants to Meet Captains of Industry on Labor's Program

Boston, Aug. 25—The institutions of the country now are being subjected to the most severe test in history. Now is the time for action rather than talk to prevent the collapse of the nation's social structure.

This was the keynote of the address yesterday by William Green, president of the American Federation of Labor, at the 22d biennial convention of the Amalgamated Association of Street and Electric Railway Employes of America.

In his address the labor head criticised owners and managers of industry in the country for not relieving the unemployment situation. He declared that proposals from the American Federation of Labor for unemployment relief by guaranteeing every man a job were repeatedly refused by leaders of industry.

He joined Mayor Curley in a demand that President Hoover call a special session of congress for unemployment relief, urged the five-day week and shorter working day to make workers' jobs secure, and assailed the "commission program" of unemployment relief.

"Labor wants displaced workers to be given educational and vocational training so as to fit themselves for other spheres of activity," he said.

"We want old age pensions and welcome an opportunity to meet face to face with the captains of industry on our program.

"We are willing to let the great jury of the American people determine between their commission programs and ours in order that

We May Place the Blame

for this intolerable situation squarely where it belongs.

"Labor, in addition to calling for a special session of congress to meet the present situation and a conference between capital, industry and the government to arrange a constructive policy, also proposes as a remedy that the worker be secured in his job the same as a bondholder is secured in his interest payments.

"We must secure jobs as science has increased efficiency, protect these jobs by shorter working days and weeks, if improvements are to mean anything to the masses of the people. If possible we must make wages equal or superior to production so that the workers can consume what they produce in this country.

"Congress does not control jobs in private industry and can only create jobs in public service. Owners and managers of private industry employing 40,000,000 people alone control the jobs in industry. In all fairness they should at least establish the five-day week as a test, lower the hours of labor and maintain the standard of wages to the highest point possible, so that the purchasing power of the people would make it possible for them to consume what they produce.

"Some few individual employers have taken the initiative in reducing hours of work, but they are so few that their efforts have had little effect. What we need is collective action on the part of industry as a whole, but the only power [illegible]

STATE TO KEEP 6 ALIEN NURSES

Bigelow to Await Order of Attorney-General on Dismissals

Boston, Aug. 21—While indications are that other cities and towns will follow Boston in dismissing alien nurses from hospitals, state officials in charge of hospitals and institutions intimated that they would not disrupt their nursing forces by any wholesale discharging of aliens.

Dr George H. Bigelow, state commissioner of public health, when asked what he planned to do, yesterday declared that he will ignore the chapter of the law on which Boston officials are working and that the alien nurses and doctors will remain in state hospitals until the attorney general orders them dismissed.

"To discharge alien employes would wreak havoc in the hospitals of the state," Dr Bigelow said, "and it would take a long time to repair the damage."

Cambridge, Haverhill and Brookline hospital officials discussed the problem yesterday. An investigation will be made in Brookline today to see if alien nurses are in the employ of the town. If any aliens are employed, Selectman Philip G. Bowker said action under the preference law will be taken.

In Cambridge Dr Charles A. Cahill, chairman of the board of trustees of the Cambridge City hospital, said yesterday he will call a meeting of the board a week from today to consider the case of alien nurses at the institution. He said at least four alien nurses are employed at present.

Many Haverhill Aliens

Three municipal hospitals will be crippled seriously in Haverhill if the preference law is enforced there. A check revealed that there are six graduate alien nurses and 13 alien pupils at the Gale hospital, one nurse and five pupils at Hale hospital and one alien nurse at the contagious hospital. Commissioner of Health James M. Costello declared that he does not believe the positions will be easy to fill. The city council is expected to consider the matter at its next meeting.

In explaining his stand, Dr Bigelow said that whenever the department can get able citizen nurses and doctors they employ them and when it cannot it gets competent aliens. He added that if, in the opinion of the department, an alien nurse or doctor is found superior to a citizen applicant they employ the alien without hesitation.

"Who cares whether he is treated by an alien nurse or doctor," he asked, "if the person is competent to do what is required? It is difficult to get good doctors and nurses to staff our hospitals."

Dr Bigelow said that he would prepare figures showing the proportion of each type in the employ of the state.

The 14 non-citizen nurses at the City hospital, who are the first to be dismissed under the ruling, were given their notices yesterday. The instructions of Mayor Curley to discharge them were transmitted to them by Dr Dowling, head of the hospital. He told them that, under the ruling of Corporation Counsel Silverman, he had no alternative and that his action, which he regretted, was compulsory.

"It is impossible to replace the nurses in a few hours," said Dr Dowling, "but I do not anticipate that it will be necessary to continue any of the group in the hospital service after today."

SPRINGFIELD NEWS 8/21/31

Honest John has received a large autographed photograph of Mayor Curley of Boston, which is to be suitably framed and hung in the wall of "Tammany" beside the photos of the late President Wilson and Former Governor Alfred E. Smith of New York state.

Prices slashed at Jack Tar Tog Shop. Now is the time to buy children's dresses and suits at close out prices. 1t

WORCESTER GAZETTE 8/21/31

CURLEY GIVEN PERMIT TO CARRY A PISTOL

BOSTON, Aug. 21 (INS)—Mayor James M. Curley of Boston today applied to Police Commissioner Eugene C. Hultman for a permit to carry a pistol who immediately granted the necessary permission without usual formalities of an investigation.

Friends of the mayor have induced him to carry a weapon while riding at night in various sections of the state as a protection against holdup men.

SPRINGFIELD NEWS 8/21/31

CONVENTION LEAVES 6 BANNED BY CURLEY

Boston, Aug. 21—Beginning next year, Boston city employes who wish to attend conventions must do so during their vacations, according to an order issued yesterday by Mayor Curley to all department heads. Mayor Curley pointed out that "requests for leaves of absence to attend conventions appear to be increasing in volume and invariably those making the requests desire their vacations in addition to the leave of absence."

SPRINGFIELD REPUBLICAN 8/21/31

Wilder Reaches Boston

The luncheon given by Mayor Curley of Boston to George D. Ogden, "vice-president for New 'England" of the Pennsylvania railroad, seems to have been equally distinguished by Mr Ogden's reticence as to his plans and by the eloquence with which Laurence R. Wilder described the possibilities of developing Boston as the leading north Atlantic port of the future, forcing even New York to take a back seat. Mr Wilder's appearance at the luncheon was to some the first revelation that he has been Mayor Curley's consultant and adviser in the mayor's efforts to make Boston the port of call for the Bremen, Europa and other fast transatlantic steamers.

Nothing succeeds like success; Mayor Curley will be entitled to unqualified praise if he is able to take the fast transatlantic express service, with all the business it would involve, away from New York. Mr Wilder apparently believes that he both can and will and predicted that "in two years the Leviathan and 'other ships of that class (or better) 'will be based in Boston."

Mr Wilder, an electrical engineer, inventor and manufacturer, is a man of energy and imagination, who is said to have important accomplishments to his credit in connection with the manufacture of internal combustion engines, the building of ships and the equipment of airplanes. But it should not be overlooked that he was one of those most prominently identified two years ago with the project to establish, with the aid of immense construction loans from the Shipping board, a four-day transatlantic service with 33-knot ships, built on the lines of destroyers, which were first advertised to make Montauk, L. I., their port of call, then Providence and then New London.

Some skepticism was felt when this plan of Mr Wilder's was first announced because Montauk had figured in similar plans before and because the operation of such ships seemed too uneconomical to be practicable, even with government aid. That was the view taken by the United States Shipping board.

It would unquestionably be cheaper to take 12 hours off the transatlantic voyage by shifting from New York to Boston and reducing the length of the voyage than it would have been to increase the power and fuel consumption of the ships in geometrical ratio, or whatever the formula is, for the increasing cost of speed at sea. Whether Mr Wilder, standing at the elbow of his honor, Mayor Curley, has hit upon a plan which is otherwise more sound, practicable and within the realm of achievement than that of his four-day liners remains to be seen. He, too, will deserve unqualified praise if the things

NORTHAMPTON GAZETTE 8/22/31

100,000 TO SEE LEGION PARADE

Veterans for Curbing Sale of Firearms; Want Armistice Day National Holiday

ASKS OATH FOR TEACHERS

PLYMOUTH, Mass., Aug. 21.—(AP)—Crowds estimated to number approximately 100,000 persons packed the narrow streets of this historic town today to witness the parade of former doughboys, one of the concluding features of the annual convention of the Massachusetts department, American Legion.

The already sizable crowd of Legionnaires, their friends and families who have occupied the town for the past several days were amplified by thousands of others, who began arriving early this morning from the surrounding territory and finding vantage points from which to view the spectacle. There was scarcely standing room in the restaurants and lunch rooms, and the overflow was forced to take its sustenance over the counter at soda fountains and sandwich shops.

Meanwhile the delegates and alternates applied themselves to the business of the convention in which, they said, they were far behind and which would require their attention far into the afternoon.

The convention unanimously adopted a resolution calling for legislation to restrict the sale and distribution of firearms. Submitted by Everett post, the resolution was offered as a plan to help in reducing crime.

Many resolutions were acted upon as the convention got its business under way.

One, unanimously adopted, called upon the President to make Armistice day, November 11, a national holiday.

Others adopted were:

Requesting state and federal authorities to assist in curbing the practice of unauthorized hawkers and peddlers soliciting funds while wearing attire resembling veterans' uniforms.

Recommending an active employment campaign to place every competent veteran on a self-supporting basis.

Creating a revolving loan fund of $1,000 to aid deserving Massachusetts orphans in obtaining higher education.

The department also adopted a resolution, offered by Senator Charles A. Stevens of Lowell, proposing action to require all instructors in colleges and schools supported in whole or in part by public funds to take an oath or affirmation of allegiance to the Constitution and laws of the United States. The resolution was submitted, it was explained, as a means of combating what Legion members considered "insidious attempts at dissemination of Communistic and Bolshevistic propaganda."

David L. Shillinglaw, national executive committeeman from Illinois, told the veterans that the National Legion organization was in a position to increase its welfare work for disabled men and deplored what he characterized as the "laziness and indifference of intelligence" regarding important national problems.

The convention voted to request the national commander of the Legion to invite Owen D. Young to be the guest of the Legion at its national convention in Detroit. The resolution, intended to express the appreciation of the veterans for Young's activities in behalf of war veterans, encountered opposition in the resolutions committee, on the grounds it savored of politics, due to Young's position as a possible Presidential candidate, but was adopted unanimously by the convention body.

Want Funds for Northampton Hospital

The convention asked its legislative committee to urge that $400,000 be made available immediately for the construction of a tuberculosis hospital at Rutland, and that the federal hospitalization board make funds available at an early date for the care at the Northampton Veterans' hospital of neuropsychiatric patients suffering from tuberculosis.

The department adopted a resolution criticising as inadequate the personnel of the physiotherapy department of the Boston Veterans' bureau and asking that the department be approved.

The Legionnaires went on record as favoring legislation which would place on an equal basis enlisted men and emergency officers in the matter of adjusted compensation.

The convention took no definite action but "recovered favorably" the invitation of Springfield post to hold the 1936 convention in Springfield, in observance of the 300th anniversary of the founding of Springfield.

Curley Attacks Carnegie Foundation Project

The recent report of the Carnegie foundation criticizing the G. A. R. and the American Legion as "political colonels" and "treasury raiders" was attacked by Mayor James M. Curley of Boston, in an address to the convention.

The Civil war veterans, he said, were required to wait 47 years before one dollar a day was paid them as pension. He pointed out that Canada, England and France were paying compensation to veterans of the World war from funds which he said had been borrowed from the United States, and declared not only the members of the Legion but all American citizens should resent the criticism of the foundation.

Criticizing what he termed "false economy" on the part of the federal government, Curley said the government had dispensed with the services of 32,000 employes over a period of 18 months, and that department heads have been told they must cut off 22,000 more.

"The standing army of the United States is the standing joke of the world," he said. He declared thirty billion dollars was owed the United States by its allies during the war and the answer to the question of whether these debts will be paid could be seen in the moratorium. He said there was only one way to collect the money "and that way is too expensive"—through another war.

Mayor Curley said he placed no credence in the belief that the coming winter will be harder than last winter but, he added, "if we all talk economy, if there is no spending, if the practice of false economy is generally practiced, then the coming winter may be even worse than last."

WOBURN TIMES 8/22/31

CURLEY PHOTO PRESENTED TO EX-MAYOR

Mayor Herman P. Peterson is the . . proud owner of a blackthorn walking stick the gift of Mayor James M. Curley, but Ex-Mayor Philip J. Gallagher also proudly displays a memento of the Boston chief executive. Ex-Mayor Gallagher had occasion to call upon Mayor Curley yesterday upon a matter of business, and while conversing with "Hizzoner" about mutual friends, Mayor Curley started that the Woburn Mayor has a blackthorn stick to place in the new City Hall if he desired. He told Ex-Mayor Gallagher that he also wanted him to take some token or other from the Boston Mayor's office, so he presented Mr. Gallagher with a large autographed photo of himself.

The photo is twenty inches long and 12 inches in width with the seal of the City of Boston engrossed on the outside folder. The picture is an autographed "To my good friend Philip J. Gallagher from James M.

NEW BEDFORD STANDARD 8/22/31

Plymouth Loses Its Identity

Legionnaires Turn It Into Composite of New York, Paris and Military Camp

[Standard Staff Correspondent]

Plymouth, Aug. 22—World war veterans of Massachusetts, 25,000 strong, arrived from all sections of the state this morning, to capture this historic old town in much the same fashion as they captured towns in Germany 16 years ago. A parade, unlike any ever held on the South Shore, concluded one of the liveliest conventions in the history of the Massachusetts American Legion.

Drums, Trumpets Clamor.

Plymouth isn't Plymouth today. The legionnaires have turned it into a composite of New York, Paris and a military camp. The blare of trumpets and the beat of drums has been incessant since early Friday and it increases every moment.

The parade held early Friday evening in the interest of Pat Dupuis's candidacy for vice commander was one of the most colorful events held by any candidate for political office. There were nearly 300 in the line of march, led by the bugle and drum corps of New Bedford's 40 and 8.

The delegates from Attleboro failed to apply in time to secure accommodations here in town. But were they downhearted? They brought along a covered wagon and they not only travel in it but they live in it. It has all the comforts of home with a few additional ones thrown in. They entered their "home" in the parade for Pat Dupuis Friday night.

Most of the New Bedford delegates and visitors are quartered in overnight cabins in Manomet, about six miles away.

Gene Phelan announced, in a voice that nearly all candidates for office could hear, that he had not yet voted as the polls were closing Friday noon.

"This is an election, not an auction," was the answer of Jimmy Rose, Boston vice commander candidate.

Wears White Knickers.

Major Jack Stitt is attired in white knickers while the other New Bedford delegates wear uniforms. He's been mistaken for a native several times, but he still maintains that he's comfortable.

Mayor Curley of Boston and Lieutenant Governor William S. Youngman were in the reviewing stand at famous old Plymouth rock when the monster parade got underway today. The lieutenant governor has been in town since the convention began. He wore a 40 and 8 cap during the wreck last night.

James H. Roberts, Fall River, has been one of the busiest Bristol county delegates. He's a member of the resolutions committee. Most of the members of that committee are making a resolution never to get elected to it again. Seventy two resolutions, all of them thousands of words long, were filed, but only 44 were reported into the convention.

WOBURN TIMES 8/22/31

MAYOR CURLEY CANNOT BE DEDICATION DAY ORATOR

Informs Mayor Peterson that he Finds it Difficult to Cancel Previous Speaking Engagement

Mayor James M. Curley of Boston will be unable to be present at the dedication of the new City Hall Building, Mayor Herman P. Peterson was informed yesterday. Mayor Curley already had a speaking engagement for the day, which he attempted to cancel to accede to Mayor Peterson's request, but found that the committee in charge of the other event had widely advertised his coming, so that he felt obliged to keep the bright engagement. Mayor Peterson was called by Mayor Peterson before the former left for his summer home in Wolfboro, N. H.

Mayor Peterson attempted to secure Senator David I. Walsh to be the speaker of the day, but the Senator is on a yacht cruise and will not return until next Wednesday, which will be too late to arrange the program. A prominent speaker will be secured before Mond[illegible]

QUINCY PATRIOT-LEDGER 8/22/31

HUGE PARADE ENDS LEGION CONVENTION

Local Howitzer Company To Take Part—Callbeck Honored by 40 n' 8

The Quincy Post of the American Legion drum corps won first prize last night in the 40 and 8 parade at the Plymouth convention. Today the corps will compete for the grand prize.

The three day convention of the state department, American Legion, which has been in session for the past three days at Plymouth came to a successful end today with the election of officers early this afternoon, to be followed by luncheon and a parade which will commence at 3 o'clock.

The local men worked far into the night furthering the candidacy of Vice Commander Frank H. Foy, who seeks to be returned to that office. There were 12 candidates for five places.

Would Be Delegate

The name of Mrs. Margaret L. Buckley of Quincy has been placed in nomination for selection as a delegate to the national convention at Detroit. Captain Barry Keenan, a past commander of Milton post, A. L., is also in the race.

The "Forty and Eight" held its great wreck last night in the Old Colony theatre. The ceremonies were preceded by a parade through the principal streets of the town. At the business session Commander George W. Callbeck was elected garde de la porte of the Grand Voiture of Massachusetts.

A special guest of the convention will be Mayor James M. Curley of Boston who is to address the assembly early this afternoon.

The Howitzer company, 101st Infantry, National Guard, stationed at the State Armory, Quincy Center, left this city this morning to participate in the afternoon parade at Plymouth. The unit was commanded by Captain Albert C. Dunphy, company commander, and it was stated that the entire enlisted and commissioned personnel reported for duty. The junior officers are Lieutenants Robert S. Knapp and Franklin S. Young.

Other units that will take part include Company K, 101st Inf., Mass. N. G. of Hingham commanded by Captain Lester M. Lane, and Company L, 101st Inf., Mass. N. G., of Plymouth, the latter being locally known as "The Standish Guards." It was announced that one platoon of the Plymouth organization would [illegible]

SPRINGFIELD UNION 8/22/31

The Alien Nurse Agitation

Due to an agitation started by a member of the Boston City Council, Mayor Curley has been forced, against his will to order the discharge of eighteen nurses in the Boston City Hospital because they are of alien birth and have not as yet become full citizens of the United States, although at least eleven of them have taken out their first naturalization papers. The corporation counsel of Boston, to whom the question was referred, has ruled that the hospital comes within the scope of the statute which provides that citizens shall have preference over aliens in the matter of employment.

On the heels of this has come an agitation for similar action in state hospitals and sanitariums, against which Health Commissioner Bigelow and Dr. George M. Kline, commissioner of mental diseases, have resolutely set their faces, refusing to dismiss any doctors or nurses who happen to be aliens unless directed to do so by the Attorney General. The commissioners take the ground that the law was not intended to include this specialized branch of the public service and that the chief qualifications to be considered are training, experience and adaptability for the work rather than mere citizenship.

They agree with Mayor Curley that the plea that the small group of alien nurses deprives citizen nurses of opportunity to work does not ring true, and even were it true, it would be difficult to justify their dismissal in view of their long training, their special qualifications for the work and the exceptional character of their services.

This view is likely to be shared by the public. The relatively small number of nurses and doctors against whom the agitation is directed, eighteen in the Boston City Hospital and possibly two score in all of the state institutions, seems to give it the aspect of making a mountain out of a molehill.

In the circumstances it is not astonishing that the excitable Frank A. Goodwin has butted in with a characteristic tirade against the State Health Commissioner and the Commissioner of Mental Diseases, whom he accuses of deliberately conspiring to fill the state institutions with alien doctors and nurses. On sober minds the effect of the Goodwin eruption probably will be to make the molehill appear less like a mountain.

In Boston the dismissal of the eighteen alien nurses may and probably will provide places for a similar number of citizen nurses who desire hospital jobs. However, the eighteen dismissed nurses will be eligible for private employment, into which, in fact, they have been forced by this action, and to that extent will compete against other trained nurses and, perhaps, lessen their chances for employment. A similar result would follow the dismissal of the noncitizen nurses in the state institutions if they should be forced out of their present positions. The extent to which this would improve the employment situation may readily be conjectured.

Another factor to be considered is the possible effect outside of Massachusetts of such discrimination. It might lead to reprisals which would more than counteract any immediate benefits that may seem to accrue from this action.

Presumably in enacting such a law the General Court did not contemplate its extension to this class of employes. The General Court often enacts laws without an appreciation of their possible scope and consequences, and the irony of it is that public interests may best be served in many cases when the letter of the law is violated.

8/22/31
NEWBURYPORT NEWS

FIRING NURSES.

Mayor Curley has the grace to say that he deeply regrets the alleged necessity of dismissing 14 Canadian nurses at the Boston City hospital. It is curious that the nurses have been allowed to remain so long at the hospital in defiance of the law, and we take this law to be a forced construction of a vicious statute. It betokens a narrow, parochial point of view, very regrettable in any city. These nurses, largely from Nova Scotia and New Brunswick, have been hired in fair competition and have maintained their places through excellence. The city loses by their dismissal and the whole event is very regrettable. It should never have happened.

For more than a generation our northern neighbors have been pouring in large numbers of physically and mentally able girls who have trained for the nurse's profession in our hospitals. They have filled a great want. They are as a rule especially capable in every way. They are physically fit and their ministrations have been very valuable. In every way they have held their own in competition with local nurses. As a rule they have made their homes in this country and thousands of them have become citizens. They form a very valuable element in our population and this country is fortunate to have this addition to our citizenship. Eleven out of the 14 nurses dismissed have taken out their first papers. Law is not always the same as justice. These nurses were unjustly dismissed from their positions. We have no doubt that the law could be construed so that those who had taken out their first papers might have been legally retained in the city's employ, but political influence employed in behalf of local nurses threw them out.

Such flagrant injustice can do only harm. It will arouse bitter feelings among new comers from the north, and the whole nursing profession will feel indignant. The action savors of that narrow, parochial feeling that teachers, policemen and city employes of all kinds should be local people, whereas every city is entitled to the best no matter where the employe hails from. The dismissal of these nurses makes very bad reading.

GLOUCESTER TIMES 8/22/31

FIRING NURSES

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NORTHAMPTON GAZETTE 8/22/31

ALIEN NURSES

The action of the city of Boston, in discharging 18 nurses, most of whom were Canadians, from the Boston City hospital, on the grounds that preference should be given to citizens of Massachusetts, appears unfortunately drastic, even as an emergency measure in a time of unemployment. The city council has the opinion of its corporation counsel to support the order, to be sure. There is a state law which makes it a criminal offense for a state, county or town, "except as otherwise provided by law," to employ aliens in preference to citizens of the commonwealth, and this law has been interpreted as applying to the nurses at the Boston hospital. But from the viewpoint of common justice, it seems pretty harsh. All but four of these 18 girls already had taken out their first papers for American citizenship. They had put in long months of training, and had proved themselves qualified for the exacting duties of their profession. They were regarded by Dr. John J. Dowling, superintendent of the hospital, as among the best in the institution.

Mayor Curley himself evidently wrote with reluctance to Dr. Dowling, informing him of the corporation counsel's ruling which made necessary the immediate discharge of the nurses. He said in part: "The pleas that the employment of this fine group of women deprives citizen nurses of opportunity for work does not ring true; even were it true, it would be difficult to justify the severity of the punishment meted out, in view of their long training and the exceptional character of service which they and other women coming from the same portions of the world have given to the people of Boston."

Whether the law will be interpreted by the attorney general as applying to all hospitals under the jurisdiction of the state remains to be seen. If so, it may be expected to work considerable hardship on those institutions which have placed men and women of Canadian birth in positions of responsibility. There appears to be no reason for doubting the statements of Dr. Kline of the department of mental diseases and Dr. Bigelow of the department of health, that their policy has been to give preference to those nurses who were best qualified for the work; they have hired competent Canadian girls when the only American applicants for the same positions were relatively less competent. There are, of course, plenty of trained, efficient nurses of American birth or citizenship on the staffs of the state institutions. But often in the past this type of work has not seemed to appeal to American girls so much as to Canadians.

When one is ill, mentally or physically, the feeling of one's family usually is that the best treatment available is none too good. If it should develop that a strict interpretation of state law would deprive these state institutions of the services of nurses whose ability and value are unquestioned, would it not be the patients themselves who would suffer? Obviously, the head of a hospital cannot let a dozen of his best nurses go and take on twelve "green" nurses who happen to be citizens of Massachusetts in their place, without disrupting the regime of the institution. It could be done, no doubt. But would the sacrifice in efficiency during the period these new nurses were learning by experience, be worth the price? One's answer must depend on whether one places a technical interpretation of the law above the best interests of the sick. In theory, it's all very fine to say, "Give the citizens of Massachusetts preference over these aliens." But aliens is a pretty cold term and citizenship may cover a multitude of inefficiencies. Getting down to cases, if you were desperately ill, and were given your choice of being cared for by a highly trained and competent nurse who was born in Canada, and a less competent nurse who was a citizen of the state, on which young woman would you rely?

SPRINGFIELD NEWS 8/22/31

CURLEY TO GET RIGHT TO BE PISTOL-TOTER

Boston, Aug. 22—Mayor James M. Curley will receive a police permit to carry a revolver, as soon as his request reaches police headquarters and goes through the regular channels.

This was made known yesterday after Police Commissioner Hultman was informed the mayor desired the permit. He said he would approve the application when it came to him as "Mayor Curley is a highly reputable citizen and has a right to carry a gun if he wishes."

PORTLAND PRESS-HERALD 8/22/31

Curley Asks Permit To Carry Revolver

Boston, Aug. 21.—(AP)—Mayor James M. Curley, while discussing today the report of the Wickersham Commission that Boston spent more per person than all other American cities except one in combatting crime, revealed that he had just made application for a permit to carry a revolver.

"For personal protection," he said, and refused to discuss the matter further.

MILFORD NEWS 8/22/31

MAYOR TO CARRY GUN

Boston, Aug. 22—Mayor Curley will carry a revolver henceforth. Yesterday he asked Police Commissioner Hultman for a permit and the commissioner immediately decided that if any man in the city should be granted such a privilege the mayor was the man. Therefore, there will be no formal investigation of mayor's fitness, as is the case on regular applications. The usual procedure is that upon the filing of an application it is sent to the police of the division where the applicant lives and an inquiry made. In the mayor's case the commissioner will waive all formalities.

MANCHESTER UNION 8/22/31

MAYOR CURLEY ASKS RIGHT TO TOTE GUN

BOSTON, Aug. 21.—(AP)—Mayor James M. Curley, while discussing today the report of the Wickersham commission that Boston spent more per person than all other American cities except one in combatting crime, revealed that he had just made application for a permit to carry a revolver.

"For personal protection," he said, and refused to discuss the matter further.

NEWBURYPORT NEWS 8/22/31

WILL ALLOW CURLEY TO CARRY A PISTOL

Mayor James M. Curley will receive a police permit to carry a revolver, as soon as his request reaches police headquarters and goes through the regular channels.

This was made known yesterday after Police Commissioner Hultman was informed the mayor desired the permit. He said he would approve the application when it came to him as "Mayor Curley is a highly reputable citizen and has a right to carry a gun if he wishes."

Mayor Curley said he applied for permission "as a measure of personal protection." He made the request after learning of the Wickersham report showing the high cost of crime protection in Boston.

BEVERLY TIMES 8/22/31

LEGION TO ELECT OFFICERS AT PLYMOUTH CONVENTION TODAY

Stirring addresses by National Vice Commander Bert S. Hyland of Rutland, Vt., and Mrs. Edith Nourse Rogers, members of Congress from Lowell, were features of yesterday's session of the American Legion convention in the Memorial Town Hall building at Plymouth.

Vice Commander Hyland took exceptions to the statement recently made by the President of the Carnegie Foundation, who was quoted as stating that "the members of the G. A. R. and the American Legion are political raiders." Vice Commander Hyland said: "So far as the Legion is concerned, it can take care of itself, but shame on the man who will cast reflections on those veterans who were mustered out of the service of the Government 60 years ago and have now gone back to the arms of their Maker. I don't care how much they attack the Legion, but it is our duty to defend the heritage that they left this great country of ours."

Mrs. Rogers said, in part: "Other States look to Massachusetts for leadership. You are going to pass resolutions for Legislation, I hope with all my heart that I can follow. I do assure you that I want to try to do the best I can for you, whether I agree with your resolutions or not, and I assure you that if I find I cannot, it will take courage not to go with you."

Nomination for department officers for next year were made after the speaking, and these will be balloted upon today. Three candidates for department commander, Stephen C. Garrity of Lowell, Julius F. Haller of Needham and Charles T. Flynn of Fitchburg were nominated.

State Adjt. Dennis H. Hagerty of Worcester had no opposition for renomination nor did Dr. Claude M. Fuess of Andover for historian. Rev. Robert White of Watertown was nominated for chaplain and Mrs. Josephine Coy of Brookline for executive committee. There will be a contest for treasurer as John D. Crowley of Cambridge and Charles P. Howard of Reading were nominated for that office.

State Senator Charles A. Stevens of Lowell filed a resolution yesterday with the resolution committee to require all school teachers to take oath of allegiance to the Constitution and laws of the United States and the Commonwealth of Massachusetts.

Mayor Curley of Boston will be a special guest of the convention today and address the convention.

8/22/31

BROCKTON ENTERPRISE

Mayor Curley of Boston will carry a revolver. Yesterday he asked Police Commissioner Hultman for a permit and the commissioner decided that if any man in the city should be granted such a privilege the mayor was the man. Formal investigation as to the mayor's fitness was waived.

PITTSFIELD EAGLE 8/22/31

Mayor Curley Has Permit to Carry Gun

BOSTON, Aug. 22—(AP) Mayor James M. Curley, while discussing yesterday the report of the Wickersham commission that Boston spent more per person than all other American cities except one in ing crime, revald S (J,y- zAa combating crime, revealed that he had just made application for a permit to carry a revolver. "For personal protection," he said and refused to discuss the matter further.

8/22/31

LOWELL COURIER-CITIZEN

CURLEY TO CARRY GUN FOR "PERSONAL PROTECTION"

BOSTON, Aug. 21 (AP)—Mayor James M. Curley, while discussing today the report of the Wickersham commission that Boston spent more per person than all other American cities except one in combatting crime, revealed that he had just made application for a permit to carry a revolver.

"For personal protection," he said, and refused to discuss the matter further.

SPRINGFIELD REPUBLICAN 8/22/31

CONVENTION LEAVES BANNED BY CURLEY

Boston, Aug. 21—Beginning next year, Boston city employes who wish to attend conventions must do so during their vacations, according to an order issued yesterday by Mayor Curley to all department heads. Mayor Curley pointed out that "requests for leaves of absence to attend conventions appear to be increasing in volume and invariably those making the requests desire their vacations in addition to the leave of absence."

SPRINGFIELD REPUBLICAN 8/22/31

Curley Says He Has Asked Permit to Carry Revolver

Boston, Aug. 21—(AP)—Mayor James M. Curley, while discussing today the report of the Wickersham commission that Boston spent more per person than all other American cities except one in combating crime, revealed that he had just made application for a permit to carry a revolver.

"For personal protection," he said and refused to discuss the matter further.

LEOMINSTER ENTERPRISE 8/24/31

Mayor Curley Favors Special Congress Session

BOSTON, Aug. 24 (AP)—Mayor James M. Curley, welcoming delegates to the 2nd annual convention of the Amalgamated Association of Street and Electric Railway Employes of America today, voiced his support of recent proposals that a special session of congress be called to consider unemployment relief.

"A special session of Congress is absolutely needed to put into circulation real money instead of the proclamations that are issued so freely and easily at the White House under the present administration," he said.

"We do not need any more commissions to make survey and study. What we need is actual action. Otherwise the poor will starve before the commission will find time to make a report and tell us how many are on the verge of starvation. The savings banks of the state contain $300,000,000 more than they did in 1928 because any man with a job does not know how long the job will be with him and is hoarding his earnings to be prepared for the day the job gets away from him. Many employers are discharging old employes for the purpose of hiring new ones at lower wages."

WOBURN TIMES 8/24/31

PHIL DOHERTY NOW OWNER OF BLACKTHORN

Another blackthorn appeared on the horizon of Woburn's Main Street, this morning, and Philip H. Doherty is swaggering the Irish walking stick with as much pride as Mayor Peterson exhibited with the Curley stick. "Phil" Doherty's blackthorn was presented to him, today, by James H. Dobbins, who arrived home yesterday after a six weeks' tour of Ireland. Mr. Dobbins is the well known market gardener and a neighbor of Philip H. Doherty.

FALL RIVER HERALD-NEWS 8/4/31

MAYOR CURLEY GIVES BLACK-THORN TO MAYOR PETERSON

Woburn Mayor now has an Irish Walking Stick Brought to this Country by Mayor Curley

Mayor Herman P. Peterson is the proud owner of an Irish blackthorn walking stick brought from Ireland by Mayor James M. Curley of Boston. Mayor Peterson is contemplating having a gold band, properly inscribed, on the walking stick for future reference. The stick was presented to Mayor Peterson yesterday by Mayor Curley of Boston, when the latter was called upon to give the oration at the Woburn City Hall dedication.

Mayor Curley informed Mayor Peterson that he would do everything possible to be present at the dedication and that he would definitely inform the Woburn Mayor sometime today, after he had a chance to adjust his appointments, if possible. Mayor Peterson declared that he was received very cordially by the Boston chief executive, who immediately went to his supply of blackthorns and made a presentation to Mayor Peterson. Mayor Peterson was quite elated over the spirit of Mayor Curley and in the exchange of conversation, Mayor Peterson informed the Boston Mayor that he would carry the blackthorn walking stick on the day of the dedication if Mayor Curley came to make the chief address.

Mayor Curley assured Mayor Peterson that it was humanly possible, he would make the Woburn visitation and would inform him definitely today.

On his recent trip to Europe, Mayor Curley spent considerable time in Ireland, and upon returning, he purchased a big supply of blackthorns to present to distinguished visitors of Boston with his compliments. A peculiar coincidence in the distribution of the canes occurred a day or two after Mayor Curley's return, when he presented the entire membership of the City Council with the blackthorns. The presentation came after several of the Council members had severely criticized Mayor Curley's policies on certain expenditures. The Boston Mayor was not taken back in the least by the harsh words, presenting the canes upon the close of the debate.

SALEM NEWS 8/21/31

Two Vacations A Year Taboo in Hub, Says Curley

Boston municipal employes who have been receiving two vacations a year, one at the beach and the other as delegates to professional or fraternal conventions must expect to forego one or the other holiday after Jan. 1.

Mayor Curley announced yesterday that after that date city workers may no longer expect to attend conventions without loss of pay. If they wish to take their vacations at convention time, suitable arrangements may be made, but two vacations a year will not be permitted.

Inasmuch as conventions are usually held at about the same time each year, the mayor thought that employes could arrange to take their vacations then, and not expect something for which scores of employes never asked. The rule will not affect conventions held during the rest of this year.

WOBURN TIMES 8/4/31

The Man About Town

By W. D. Dwyer

A man with a good old-fashioned Bristol county name expresses his deep gratitude to the men of the Pocasset engine house at Rocliffe and Pleasant streets for the hospitality they tendered him a few days ago. It appears that he had been vainly looking for employment for some time, and had combed Providence thoroughly but vainly for a job. Being entirely out of funds he started from Providence afoot to New Bedford. He dropped in to the engine house for a drink of water, and the firemen, observing that the man was evidently hungry, invited him to have dinner with them. He accepted the invitation and ate heartily. Then, with profuse thanks and a sprightlier step, he headed eastwards. That he failed in landing a job in New Bedford is quite apparent, for one of the men of Pumper 7 received the following letter from him last Monday from a Rhode Island address:

"As you are the only member whose name I took with me, you can be the spokesman for the rest. When I asked you for a drink of water I was very agreeably surprised with what followed. That New England boiled dinner did put the capsheaf on my hike to New Bedford. It was an oasis in my life. I arrived in New Bedford at 5:45 that day, having walked all the way. If you are ever out this way, or wherever you find yourself among strangers, I hope you will meet with the same kind courtesy and treatement I received at the hands of the Fall River firemen. These unexpected happenings are the things that give us confidence in our fellowmen and make life worth living. We must all agree that regardless of creed or race we are still brothers."

Mayor Curley of Boston, addressing a large body of colored Knights of Pythias recently, paid many well deserved compliments to the race, but it seems as if he "slopped over" just a little when he referred to the Negro's gratitude for what the white man had done for him in America. This must have brought to the mind of every intelligent colored man in the audience what the slave traders and captains and crews did for them in the horrible holds of the slave ships, after kidnapping them from their people in their native lands to bring them to America to be sold as chattel slaves. The colored people have, to be sure, been always grateful for kind and humane treatment, but they are not now so slavish as to forget and forgive the Simon Legrees that made Southern plantations the scenes of physical and mental agony and torture. "What the white man has done for them," indeed! The best memories they have of the white man's attitude towards them are red with blood and daubed with pictures of the lash, the bloodhound and the burning at the stake. Yes, the Negro today is bright enough to know pretty near exactly what the white man has done for him. He never came to America because he wanted to. He was hunted like any other kind of prey in the land of his forefathers, treated like a wild beast when captured and transported overseas, then sold like any beast of burden to a white slave owner, and forced to work on terms of equality with the mule while he lived. Even his children were the white master's property, and they were taken from him and sold in the public slave market like cattle. Yes, indeed, the colored man must be truly grateful for "what the white man has done for him."

BEVERLY TIMES 8/21/31

STATE WILL NOT DISCHARGE ALIEN NURSES EMPLOYED AT HOSPITALS AND INSTITUTIONS

Officials in Several Cities Take Up Matter Following Dismissals at Boston City Hospitals — All Nurses Employed at City Infirmary, Only Municipal Operated Institution, Are Citizens

While indications are that other cities and towns will follow Boston in dismissing alien nurses from hospitals state officials in charge o thospitals and institutions intimated that they would not disrupt their nursing forces by any wholesale discharging of aliens

Dr. George H. Bigelow state commissioner of public health, when asked what he planned to do, yesterday declared that he will ignore the chapter of the law on which Boston officials are working and that the alien nurses and doctors will remain in state hospitals until the attorney general orders them dismissed. No change is expected in the staffs at the Danvers and other State hospitals.

"To discharge alien employes would wreak havoc in the hospitals of the state" Dr. Bigelow said "and it would take a long time to repair the damage.

Cambridge, Haverhill and Brookline hosjital officials discussed the problem yesterday. An investigation will be made in Brookline today to see if alien nurses are in the employ of the town. If any aliens are employed, Selectman Philip G. Bowker said action under the prefernce law will be taken.

In Cambridge Dr. Charles A. Cahill chairman of the board of trustees of the Cambridge City Hospital, said yesterday he will call a meeting of the board a week from today to consider the case of alien nurses at the institution. He said at least four alien nurses are employed at present.

Three municipal hospitals will be crippled seriously in Haverhill if the preference law is enforced there. A check revealed that there are six graduate alien nurses and 13 alien pupils at the Gale hospital, one nurse and five pupils at Hale hospital and one alien nurse at the contagious hospital. Commissioner of Health James M. Costello declared that he does not believe the positions will be easy to fill. The city council is expected to consider the matter at its next meeting. The Beverly hospital has no connection with the city and is not affected by the edict which hits municipal institutions. At the City Infirmary all of the nurses are citizens.

In explaining his stand, Dr. Bigelow said that whenever the department can get able citizen nurses and doctors they employ them and when it cannot it gets competent aliens. He added that if, in the opinion of the department, an alien nurse or doctor is found superior to a citizen applicant they employ the alien without hesitation.

"Who cares whether he is treated by an alien nurse or doctor," he asked, "if the person is competent to do what is required? It is difficult to get good doctors and nurses to staff our hospitals?"

Dr. Bigelow said that he would prepare figures showing the proportion of each type in the employ of the state.

The 14 non-citizen nurses at the Boston City Hospital, who are the first to be dismissed under the ruling, were given their notices yesterday. The instructions of Mayor Curley to discharge them were transmitted to them by Dr. Bowling, head of the hospital. He told them that, under the ruling of Corporation Counsel Silverman, he had no alternative and that his action, which he regretted, wa compulsory.

"It is impossible to replace th nurses in a few hours,' said Dr. Bowling, "but I do not anticipate that i will be necessary to continue any o the group in the hospital service afte today."

NORTHAMPTON GAZETTE 8/4/31

MAYOR CURLEY ATTENDS FUNERAL SERVICES OF DENNIS M'CARTHY

Arlington, Aug. 21 — (AP) — Funeral services for Dennis A. McCarthy, poet and editor, were held today with a requiem Mass at St. James' church, Arlington Heights. Burial was in Mt. Pleasant cemetery.

During the services at the grave, Dixon Waterman, poet and friend of McCarthy, read a short poem in tribute to him.

Among those who attended the services were: Mayor James M. Curley of Boston; Colonel. E. H. Callahan, prominent Catholic prohibitionist, Louisville, Ky.; James McGurrin, president general of the American Irish Historical society of New York; Patrick Quinlan of New York, representing Friends of Irish Freedom, and representatives of many other societies, including literary groups, with which McCarthy was connected.

NEWS BEDFORD MERCURY 8/21/31

200 TICKETS TO BANQUET FOR BOARDMAN

List of Guests at Fete for Flyers at Hyannis Announced

(Special to The Mercury.)

Hyannis, Aug. 20.—Realization of the plans for Boardman-Polando Cape Cod Day celebration was brought closer tonight with the announcement that more than 200 of the 400 banquet tickets which are being sold to finance the reception, have been sold.

Elaborate plans for the reception to the Cape Cod-to-Turkey flyers are being worked out in detail, and they include an airshow with squadrons of Army, Navy, National Guard, and many private planes. When the flyers arrive at 4 P. M., Aug. 26, they will head a parade through Hyannis Main street, and be guests of honor at a banquet at the Coffee House.

At night a display of fireworks, the most costly ever witnessed on the Cape, will close the day.

President Thomas Otis of the Cape Cod league announced tonight that all league baseball games on Wednesday afternoon will begin at 1 P. M. in order that they may be completed before the flyers arrive at the airport.

A list of guests invited to the Boardman-Polando banquet was issued tonight. It includes the names of: Governor Joseph B. Ely; Senator David I. Walsh; Congressman Charles L. Gifford; John F. Fitzgerald of Boston; Joseph Lincoln, the author, of Chatham; John C. Makepeace of Wareham; Mayor James M. Curley of Boston; and the Rev. Zebarney Phillips, of Washington, D. C., summer resident of Yarmouthport.

CHELSEA GAZETTE 8/4/31

MAYOR CURLEY TO HAVE OLD HULKS REMOVED

A request that Mayor Curley assign the 2000 men receiving city aid to work cleaning up the rotted ships along the East Boston shore was made Tuesday. Representative William H. Barker brought the matter before the mayor at the suggestion of Representative Harold Webber, chairman of the House Committee on Harbor and Public Lands.

Mayor Curley said he had directed Corporation Counsel Samuel Silverman to investigate the ownership of some of the hulks and that as soon as this detail was completed he would clean up the unsightly condition with such labor as suggested. Representative Barker also thought that some of the wrecks might be made into firewood for the poor.

The investigation of the ownershp of the hulks has been placed in the hands of Assistant Corporation Counsel

NEW BEDFORD MERCURY 8/20/31

PREDICTS BOSTON WILL REGAIN CROWN AS SHIPPING PORT

Boston, Aug. 19 (AP)—That Boston would regain her lost crown as commanding port of the North Atlantic was predicted today by Mayor James M. Curley at a luncheon to Vice-President George D. Ogden of the Pennsylvania railroad, who has been assigned to the New England area. Guests included representatives of the Boston Port Authority Board, the United States Department of Commerce, the Maritime Association of the Chamber of Commerce, railroads, shipping and business interests.

Assignment of fast ships of the Bremen and Europa class would establish four-day service between this city and Europe and make Boston the "crack port of the Atlantic seaboard," the meeting was told by Lawrence P. Wilder, New York and Chicago transportation expert, who is now serving this city as a consultant.

Mayor Curley said he had assurance the French line would make this city more than a port of call and that other lines would follow its example.

LAWRENCE EAGLE 8/20/31

BOARDMAN DUE IN NEW YORK MONDAY

NEW YORK, Aug. 19 (AP)—Russell Boardman and John Polando, who captured for the United States the long distance non-stop flight record by flying from New York to Istanbul, Turkey, are due here Monday aboard the S. S. Excalibur, their managers announced tonight.

Their immediate plans call for a flight from a New Jersey airport to Boston Tuesday morning, arriving at East Boston airport about noon.

The transatlantic fliers will be met there by the bureau of public celebrations committee and transported in automobiles to Chelsea, where they will be greeted by the mayor. The party then will proceed to Boston city hall for a welcoming by Mayor James M. Curley and finally to the State House where Gov. Joseph B. Ely will greet the fliers.

In the evening a mass celebration will be held in the new municipal stadium, South Boston, with National guard airplanes maneuvering overhead. Gov. Ely, Admiral Byrd and Admiral Nelson are scheduled to be among the speakers.

NEWBURYPORT NEWS 8/20/31

HUB WILL FIRE ALIEN NURSES

Fourteen City hospital nurses will be discharged today as the result of the protest of City Councillor John F. Dowd of Roxbury that they were aliens, holding official positions while citizen nurses could find no work.

In an order sent last night by Mayor Curley to Dr. John J. Dowling, hospital superintendent, the nurses were ordered discharged in view of the opinion handed down by Corporation Counsel Samuel Silverman, that the state law required that preference be given to citizens.

That this decision will throw into the jobless army hundreds of nurses employed at state hospitals and other municipal hospitals was the opinion expressed last night by legal officials, who pointed out that the law applied not only to Boston but to all other cities and to the state as well. Many of these institutions have drawn the largest quota of their student nurses from the Canadian provinces.

LOWELL COURIER-CITIZEN 8/20/31

ORDERS DISCHARGE OF ALIEN NURSES

Mayor Curley Follows Council's Recommendation in Case of 14 Boston Employees.

BOSTON, Aug. 19 (AP)—Mayor James M. Curley tonight ordered Superintendent John J. Dowling of the Boston City hospital to discharge 14 nurses who are not citizens of the United States. The mayor's action, which he said he regretted exceedingly, resulted from an opinion by Corporation Counsel Samuel Silverman that state law required preference to be given to citizens.

Of the 14 to be discharged, 11 had taken out their first papers, the mayor said, and their service ranged from four to 10 years at the City hospital.

LEWISTON SUN 8/20/31

SAYS HUB WILL REGAIN ITS SEAPORT PRESTIGE

Boston, Aug. 19—(AP)—That Boston would regain her lost crown as commanding port of the North Atlantic was predicted today by Mayor James M. Curley at a luncheon to Vice-President George D. Ogden of the Pennsylvania Railroad who has been assigned to the New England area. Guests included representatives of the Boston Port authority board, the U. S. Department of Commerce, the Maritime Association of the Chamber of Commerce, Railroads, shipping and business interests.

NEWBURYPORT NEWS 8/25/31

MANSFIELD MAY RUN.

Frederick W. Mansfield, president of the Massachusetts Bar Association, who polled upwards of 100,000 votes in his late contest against Mayor Curley, will enter the race in 1933 against former Mayor Nichols, his friends confidently predicted last night.

MILFORD NEWS 8/20/31

Further Alien Nurse Ousting Is Expected

Boston, Aug. 20—With 14 alien nurses at city hospitals ordered discharged by Mayor James M. Curley under a state law, hundreds of other nurses at state hospitals and municipal institutions feared for their positions today as similar action was expected to include the entire state.

Summary action was taken by Mayor Curley, but not until Corporation Counsel Samuel Silverman had ruled that refusal to comply with the law might lead to criminal complaint.

ATTLEBORO SUN 8/20/31

Boston—Union headquarters announce that more than half of 2000 men and women who struck to force non union clothing shops meet union conditions would turn to work immediately.

Boston—Mayor Curley orders discharge of 14 non citizen nurses at the City hospital; the mayor said he regretted the action exceedingly but the state law required preference be given local citizens.

WORCESTER TELEGRAM 8/20/31

CURLEY ORDERS ALIENS "FIRED"

BOSTON, Aug. 19 (AP)—Mayor James M. Curley tonight ordered John J. Dowling of the Boston City hospital to discharge 14 nurses who are not citizens. The mayor's action which he said he regretted exceedingly, resulted from an opinion by Corporation Counsel Samuel Silverman that state law required preference be given citizens.

Of the 14 to be discharged 11 had taken out their first papers, the mayor said, and their services ranged from four to 10 years at the City hospital.

SPRINGFIELD NEWS 8/25/31

CURLEY GIVEN PERMIT FOR GUN

Commissioner Hultman Forwards Document to Mayor of Boston

Boston, Aug. 25—Mayor James M. Curley may now take a pot-shot at a tin can if it strikes his fancy, for he has been granted a permit to carry a revolver. The license, applied for in the usual fashion, that is, "for the protection of person and property," was granted by Police Commissioner Eugene C. Hultman yesterday and forwarded to the mayor.

The commissioner stated that there was not the slightest doubt from the beginning that the license would be granted the mayor. "He is a highly reputable citizen," the commissioner said, "and any highly reputable citizen would have a license issued upon application."

(CONTINUED) DAILY STAR 8/20/31

discussing the position in which they find themselves.

Faces Hard Winter

"I have just brought my young brother over from Nova Scotia to attend Boston College," one of them told The Star. "I certainly won't be able to keep him with me now. I guess I'll hardly make enough on private cases to keep myself this winter, and there is no use in my going home because I have been here so long all my contacts in Canada are broken."

"I brought my parents to Boston," said another, "and I have done all I can do by taking out my first citizenship papers. It seems, though, that first papers don't count and they won't give you second ones until you have been here a number of years. It is surely a raw deal and if I know anything about it, Canadian girls will in future stay in their own country and the New England hospitals can cry out for them until they get hoarse without meeting a response.

"It is a peculiar complex of New Englanders," said a doctor attache at the hospital, "that they want to keep this section of the earth for themselves and to that end they do some mighty short-sighted things."

"One of the unfortunate features of the affair," said Dr. John J. Dowling, director of the hospital, "is that it means the loss of our most talented girls. There are no 'dumb Doras' among the Canadians and they are all ambitious, hard-working and of high character. The thing is really a shock to me."

Canadians More Loyal

"You have heard of no agitation among the American nurses to be rid of the Canadians?" he was asked. "None whatever. On the contrary, the Canadians are, if anything, even more loyal than our own to our interests."

"Do you anticipate much trouble in filling their places?" "They were selected because of their talents and adaptability and it is never easy to find girls possessing just the right qualifications," he answered.

The ousting of the Canadian nurses from their Boston jobs turns attention incidentally to other features in New England's policy toward Canadians. It is estimated that two years ago there were nearly 50,000 Canadians of maritime origin in New England but with the wholesale closing of textile and shoe factories many of them were left without jobs and more than half of them returned to Canada because public relief was, and still is, restricted to New England natives. "We have enough to do to look after ourselves," a former governor of Massachusetts, Alvin T. Fuller, is quoted as saying, "and the sooner the Canadians get back to their own country the better."

"What will the present governor, Joseph B. Ely, do about the ousting of the nurses and the exodus of textile workers back to Canada?" a close friend of Mr. Ely was asked. "He can do nothing about it," was the answer. "The only thing that can be done for the nurses is to repeal the law the Boston corporation council has dug up, and as the legislature is not in session that cannot be done at once. In any case such repeal would be vigorously opposed. The chances against repeal carrying are about 100 to 1."

Although Mr. Ely has not committed himself on the question, it is said he has asked for data as to how many nurses, doctors and other state employees would be affected if the law, as laid down by Boston's corporation counsel, is made to apply to all public institutions in the state.

"Mr. Ely is not prepared at the moment to discuss the subject at all," The Star was informed at the state house.

"It has been hinted the Canadian nurses are going to put their cases before him," The Star suggested. "He will no doubt give them every attention but just what he can do in the matter in view of the law on the statute books is difficult to say.

"Are any official Canadian government representations anticipated?" he was asked. "No," replied the attache, "the matter doesn't come under that heading. It is purely one of domestic economy for Massachusetts."

Send Governor Memorial

The nurses' memorial to Governor Ely will call attention to the fact that it is a universal hospital custom to give posts within the institution only to its own graduates, and that the girls ousted cannot nope for positions in other hospitals, being graduates of Boston city hospital. The governor will be asked to suspend operation of the law until the legislature meets and passes on the question. But, as Mr. Ely points out, he has no power to control the city of Boston's acts in the matter nor to suspend the law.

The whole incident is closed. The nurses "must go," assert members of the Boston board of aldermen.

NEWPORT NEWS 8/19/31

BOSTON TAXES JUMP 70 CENTS.

A tax rate for the coming year of $31.50 in Boston, was announced late yesterday afternoon by Mayor Curley. The new rate represents an increase over the former rate of 70 cents. In the statement accompanying the rate announcement Mayor Curley declares that he could have reduced the figure this year if it had not been for an unprecedented reduction in the value of real estate, the first to occur in 52 years. In the computation of this rate, however.

21 ADDITIONAL CASES OF PARALYSIS IN STATE

Twenty-one additional cases of infantile paralysis were reported yesterday to the state department of health, making a total for the month of August of 197, it was announced by Dr. George H. Bigelow, state commissioner of health.

Three of the reported cases were from Holyoke, two each from Boston, Pittsfield, Springfield and Wareham, and one each from Amesbury, Chicopee, Danvers, Fall River, Falmouth, Holden. Lynn, Malden, Wakefield and Worcester.

QUINCY PATRIOT-LEDGER 8/19/31

HUB TAX UP 70 CENTS

With a drop in Boston property values for the first time in 52 years and a jump of $3,250,000 in the city's payments to the poor and jobless, Mayor James M. Curley last night announced that the 1932 tax rate for the city will be $31.50, an increase of 70 cents over last year's figure.

HYDE PARK GAZETTE 8/20/31

W. E. ANDERSON PRESENTED GIFT

G. A. R. Tablet Dedication Sunday, Sept. 27

William E. Anderson of Jamaica Plain, one of Mayor James M. Curley's secretaries and chairman of the committee in charge of the G. A. R. tablet fund, was presented a beautiful fountain pen and pencil set last Monday night at a meeting of the committee held in the Municipal Building. The gift was presented to Mr. Anderson by Ivory H. Morse, past president of the Hyde Park Board of Trade, Inc., on behalf of that the committee is shy one hundred dollars. Special effort will be made by the committee to secure the needed money before the committee meets next week.

The G. A. R. Tablet will be dedicated on Sunday, September 27, at 3 o'clock. Plans are under way for a huge parade which will precede the exercises. Mayor James M. Curley will be the orator of the day.

MAYOR JAMES M. CURLEY
Orator at G. A. R. Tablet Dedication, Sunday, Sept. 27

It was announced at the meeting Monday night, by Thomas F. Devine, that the committee is hy one hundred dollars. Special effort will be made by the committee to secure the needed money before the committee meets next week.

The committee plans to invite at least one hundred prominent persons who will occupy seats alongside the platform.

DAILY STAR 8/20/31

"FINE PACK OF GALS" ADMITS BOSTON MAYOR OF OUSTED CANADIANS

"Slap at Old George III.—Too Bad He Didn't Get It"

NURSES MUST QUIT

Special to The Star

Boston, Aug. 20.—"Big Jim" Curley, Irish leader and Democratic mayor of Boston, sat attentively at his desk yesterday afternoon while Samuel Silverman, corporation counsel, explained to him the reason why he must sign the order ousting Canadian nurses from the city hospitals.

"Well," said "Big Jim," turning to a representative of The Toronto Daily Star, whom he had invited to the conference, "Your Canadian gals have to go, we have American girls waiting for their jobs and we got to look after our own in these hard times."

"But doesn't it seem a little unfair?" The Star asked. "These girls have been trained in Boston and have been holding down their present jobs for years. Dr. John J. Dowling, the director of the hospital, says they are his best nurses." "And a darned fine pack of gals they are, too," replied "Big Jim." "They should have become Americans long ago and then they could have kept their jobs."

"Is the invoking of this old state law at the present time an anti-British move?" he was asked. "Big Jim" laughed. "It sure sounds like an anti-British law now, doesn't it?" he replied. "I suppose there's not any too strong a British sentiment in Boston since our famous little tea party and every year, you know, we celebrate the day the English were forced out of Boston. But I haven't anything against Canucks. Sure, I rather like them, particularly the gals with their rosy complexions. They don't need rouge, those girls don't."

"But you say there is no way of keeping them in their jobs?" it was suggested to him. "That's the way Silverman figures out the law, isn't it, son. Go over it again so we will have it right."

The corporation counsel proceeded to do so. He pointed out that section 19 of chapter 31 of the general laws of Massachusetts provides that "on all work of any branch of the service of the commonwealth or of any city or town therein citizens of the commonwealth shall be given preference."

"A regular slap at old George the third," laughed the mayor. "But it's too bad he didn't get it himself instead of those pretty Canadian gals."

Mr. Silverman then proceeded to explain that the supreme court had passed on the law in the case of Lee versu Lynn, had upheld it as constitutional and had asserted that it applies to all employees whether in civil service or otherwise.

"Do you intend to apply it to others besides nurses in the city's employ," "Big Jim" was asked. "Oh sure, I guess it will apply to all departments and to all public hospitals and other institutions in the state," he answered, "but I am not bent on digging out Canadians. It will be fellows like Councillor Dowd who brought up the case of the nurse that will do it."

May Oust 400 or 500

"Considering state and city hospitals it may affect 400 to 500 Canadians in Massachusetts," explained the corporation counsel. "It's too bad, but we have to go through with it. The mayor has no alternative but to sign the order ousting the Canadian nurses. They can of course stay in Boston as private nurses if they like unless the United States government wants to deport them as aliens. That's not our business."

"You see," interposed the mayor, "the trouble is that they should have got wise to themselves and become citizens long ago."

"But many of them have done all they could do in that connection by taking out their first papers," The Star pointed out.

"But those who have been here four and five years should have their second papers and be real American gals," responded "Big Jim." "It will be quite a hardship on them," it was suggested. "Yes," agreed the mayor, "but it's quite a hardship on the American nurses who ought to have preference in these jobs."

Can Canada Get Along?

"Suppose Canadian hospitals turn around and oust American nurses now," suggested The Star. "I wish them good luck and lots of it," laughed "Big Jim." "If they think they can get along up in Canada without Americans that's their business. I would think you would need lots of nurses for that army of unemployed you are going to put building a road in the winter, say, that is one swell scheme. I wish you would send me some photographs of it."

"Big Jim" Curley then concluded the conference by assenting to the ouster order introduced by Councillor Dowd a few days ago at the meeting of the Boston city council, and passed unanimously.

Soon after the ouster order a telephone message was received at the hospital to-day from the district known as "Blue-Blooded Beacon Street."

"I could place one of those unfortunate Canadian girls, if her character is good," said a matronly voice at the other end of the line. "I need a maid and governess and would pay the right girl $40 a month, and she could have a half day off every week."

"Imagine!" said one of the nurses disgustedly. "Spending three or four years to learn the profession of nursing and then getting an offer like that. I would rather take a job slinging hash in a restaurant than mind the children of uppish Beacon St. You know what Woodrow Wilson said of Beacon St.: 'The Lodges talk to the Cabots, but the Cabots speak only with God.'"

Heard Duty Call

"I felt it my duty to bring the matter up," Dowd told The Star. "I was told a lot of aliens are holding down soft jobs in our hospitals, while American nurses are going around starving. That kind of thing is not right. Those Canadians ought to be in their own country or else become Americans."

"But why did you engage them in the first place?" he was asked. "That's right, too," he answered, "we shouldn't have done it."

"And," suggested The Star, "Dr. Dowling, director of the hospital, says the Canadian girls did yeoman service during the 'flu' epidemics in Boston and in nursing American soldiers during the war." "That's beside the point," Dowd replied. "They weren't coerced into doing it, were they?"

Maritimes' Girls

Canadian graduate nurses holding important positions in the surgical and other wards at Boston City hospital who will be affected at once by the ouster include: Thelma Cooke, Kensington, P.E.I.; Greta Hill, Cove Rd., Colchester Co., Nova Scotia; Magdalen Foley, Mary G. Foley, Harbor Grace, Newfoundland; Mary Macdonald, 93 Hillsborough St., Charlottetown, P.E.I.; Madlene Mackinnon, New Aberdeen, Wallace Rd., Glace Bay, N.S.; Jessie McInnis, Ohio, Antigonish, N.S., and Frances O'Toole, St. Peter's, Richmond Co., Nova Scotia.

Calls Ouster "Disaster"

Miss M. Foster, a superintendent of nurses at Boston City hospital, described the ouster of the Canadians as nothing short of a disaster.

"These girls have worked for Boston with zeal and devotion under the most trying conditions," she asserted. "They have given us the best that is in them and during the flu epidemics they have gone stretches of 48 hours and longer without a wink of sleep. It is all very well to say we can replace them. We will have to do it, I suppose, but I am prepared to stick to my view that this is not an efficiency move.

"Then too, we have to consider the future. Like all American hospitals we have eagerly accepted Canadian girls. Will many of them come to us for training now, I ask, when they know of the raw deal their sisters have had? Those nurses are being turned out of jobs to shift for themselves on the eve of what looks like one of the worst winters New England has ever had. Some of them have been keeping elderly parents. Several of them brought their parents to Boston, and I suppose this brilliant move will simply mean additions to the city relief cases."

"Has there been any agitation among American nurses to get rid of the Canadians?" she was asked. "Absolutely none," she replied. "They all get along well together and you never saw the like of those Canadians for co-operating, especially in times of epidemic and other emergencies.

"Wouldn't it be a great deal better if they got after crooks and criminals and ousted them from the United States instead of putting honest girls out of employment?" she continued. "It's to the shame of Beacon Hill that such a law should remain on the statute books.

"I'll warrant there will be something said about it at the next session of the great and general court, which term means the state legislature."

The Canadian nurses who are affected by the order are reticent about

CONTINUED

SALEM NEWS 8/20/31

ALIEN NURSES IN BOSTON HOSPITAL WILL LOSE JOBS

Illegal to Employ Them, With Citizens Loafing, Corporation Counsel Silverman Tells Mayor Curley

Boston, Aug. 20—Immediate discharge of 14 graduate and student nurses at the City hospital, who are aliens, was ordered by Mayor Curley yesterday. He acted, contrary to his personal desire, after Corporation Counsel Samuel Silverman had ruled that refusal to comply with a statutory requirement might lead to criminal complaints.

Of the nurses who were dropped by Supt. John J. Dowling, 11 have filed applications for citizenship.

The decision of the corporation counsel is interpreted to mean that no alien graduate or student nurses can be employed at the City hospital when citizen applicants for such positions are available.

Councilman John F. Dowd of Roxbury forced the discharge of the nurses. He complained that aliens were denying employment to citizens at the hospital.

The mayor took cognizance of the complaint, asked for information and was told by Dr. Dowling that 14 nurses could not establish citizenship.

The corporation counsel advised the mayor that the Massachusetts law is specific and commands that "on all work of any branch of the service of the commonwealth or of any city or town therein, citizens of the commonwealth shall be given preference. A supreme court ruling interprets the law as pertaining to all municipal employes, regardless of any classification within the civil service.

"I therefore," ruled Silverman, "must advise you that these nurses who are not citizens now employed by the City hospital, must be immediately removed, as Section 51 of Chapter 31 of the general laws makes it a criminal offence for any one to appoint or employ any person in violation of the provisions of Chapter 31."

8/20/31

LYNN TELEGRAM-NEWS

DROP 14 IN HUB

BOSTON, Aug. 20—Summary discharge of 14 alien nurses at City hospital has been ordered by Mayor James M. Curley. The action was taken on order of the city council, which held that employment of tese non-citizens deprived citizen nurses of jobs.

The Mayor acted reluctantly, declarng that "the plea that the employment of this fine group of women deprives citizen nurses of opportunity for work does not ring true." He added that even were it true "it would be difficult to justify the severity of the punishment meted out in view of their long training and the exceptional character of service which they and other women coming from the same portions of the world have given to the people of Boston."

Eleven of the 14 nurses affected have taken out first papers for citizenship. Most of them are natives of the maritime provinces.

8/20/31

NEW BEDFORD MERCURY

WILL ARRIVE HOME NEXT MONDAY

Boardman and Polando Due in New York from Turkey

New York, Aug. 19 (AP)—Russell Boardman and John Polando, who captured for the United States the long distance non-stop flight record by flying from New York to Istanbul, Turkey, are due here Monday aboard the S. S. Excalibur, their managers announced tonight.

Their immediate plans call for a flight from a New Jersey airport to Boston Tuesday morning, arriving at East Boston airport about noon.

The trans-Atlantic flyers will be met there by the bureau of public celebrations committee and transported in automobiles to Chelsea, where they will be greeted by the mayor. The party then will proceed to Boston City hall for a welcoming by Mayor James M. Curley and finally to the State House where Governor Joseph B. Ely will greet the flyers.

In the evening a mass celebration will be held in the new municipal stadium, South Boston, with national guard airplanes maneuvering overhead. Governor Ely and Admiral Byrd are scheduled to be among the speakers.

WOONSOCKET, R.I. CALL 8/20/31

Curley Predicts Boston As Great Future Shipping Port

Boston, Aug. 20 (AP)—That Boston would regain her lost crown as commanding port of the North Atlantic was predicted yesterday by Mayor James M. Curley at a luncheon to George Ogden, vice president of the Pennsylvania Railroad, who has been assigned to the New England area.

Guests included representatives of the Boston Port Authority Board, the U. S. Department of Commerce, the maritime association of the Chamber of Commerce, railroads, shipping and business interests.

Assignment of fast ships of the Bremen and Europa class would establish four-day service between this city and Europe and make Boston the "crack port of the Atlantic seaboard," the meeting was told by Lawrence P. Wilder, New York and Chicago transportation expert, who is now serving the city as a consultant.

Mayor Curley said he had assurance the French Line would make this city more than a port of call and that other lines would follow its example.

SPRING FIELD NEWS 8/20/31

CITY COUNCIL AT HUB FIRES ALIEN NURSES

Curley Acts Upon Orders of the Board But Deplores Decision

Boston, Aug. 20—Summary discharge of 14 alien nurses at City hospital has been ordered by Mayor James M. Curley.

The action was taken on order of the city council, which held that employment of these noncitizens deprived citizen nurses of jobs.

The mayor acted reluctantly, declaring that "the plea that the employment of this fine group of women deprives citizen nurses of opportunity for work does not ring true." He added that even were it true, "it would be difficult to justify the severity of the punishment meted out, in view of their long training and the exceptional character of service which they and other women coming from the same portions of the world have given to the people of Boston."

Eleven of the 14 nurses affected have taken out first papers for citizenship. Most of them are natives of the maritime provinces.

GLOUCESTER TIMES 8/20/31

TODAY'S NEWS IN BRIEF

MASSACHUSETTS

Whipping out a pistol, disguised as a fountain pen, one of a group of four young men fired a tear gas cartridge into the Red Rooster restaurant at 11 Hudson street, Boston, early this morning and sent 20 diners, Chinese waiters and cooks scurrying blinded to the street.

Fourteen City Hospital nurses will be discharged today as the result of the protest of City Councillor John F. Dowd of Roxbury that they were aliens, holding official positions while citizen nurses could find no work. In an order sent last night by Mayor Curley to Dr. John J. Dowling, hospital superintendent, the nurses were ordered discharged in view of the opinion handed down by Corporation Counsel Samuel Silverman, that the State law required that preference be given to citizens.

Three gunmen, believed by police to be members of the gang that has taken $500,000 in holdups of jewelry salesmen in Boston in the past three months, early last night bound and gagged Bernard Linsky, 40, in the jewelry shop of H. Pikin on the second floor at 104 Hanover street, Boston and escaped with $5000 in jewelry.

The Savoy Chambers, one of the largest rooming houses in Peabody, was swept by fire late this afternoon, and last night 50 tenants of the place were homeless.

Jeffrey Henrys of Fall River, driver of a Golden Arrow bus of the Eastern Massachusetts Railway, was arrested, charged with manslaught

HAVERHILL GAZETTE 8/20/31

EIGHT GRADUATE HOSPITAL NURSES MAY LOSE JOBS

Aliens Face Possible Discharge Because State Law Requires Preference Be Given Citizens

Six graduate nurses at the Gale hospital, one at the Hale hospital and one at the Contagious hospital, all of whom are aliens, face possible discharge because of a state law which requires that preference be given to citizens. Thirteen pupil nurses at the Gale, and five at the Hale, with a similar status as non-citizens, ar not likely to be affected, because of the danger of crippling the hospitals and because it is difficult and almost impossible to get girls who are citizens to become pupil nurses.

Alderman James M. Costello, commissioner of health and charities, today declared that if graduate nurses, who come here from other countries, haven't consideration enough for the United States to become citizens, that the trustees should discharge them.

The hospital trustees will meet next Tuesday to take action on the situation which comes to light as a result of the action of Mayor Curley of Boston who discharged 14 City Hall nurses, who were not citizens.

Alderman Costello has requested City Solicitor A. Franklin Priest to be present at the meeting of the trustees.

Mayor Curley discharged the nurses because of a complaint that they were aliens, holding official positions while citizen nurses could find no work.

Alderman Costello said today it was the first time he heard of the law which required that citizens be given preference.

He declares that he has no authority to discharge nurses and that this power rests with the trustees.

The local hospitals have always had difficulty in getting girls who are citizens to enter their training schools and the majority of the pupil nurses come from Canada. Alderman Costello said it would be unfair to discharge these pupil nurses after bringing them here from their homes in Canada.

"We advertise in the Canadian papers for pupil nurses," he said, "because we cannot get our American girls to enter the training schools. Some of these pupil nurses have been training for two years and it would be unfair to throw them out of their jobs. We could not fill them because American girls cannot be obtained."

Discussing the status of graduate nurses, Alderman Costello said he believed that citizens should have the preference. "If graduate nurses haven't consideration enough for this country to become citizens, I believe we should discharge them," he said. "I have no power to discharge anyone but I will bring this matter before the trustees Tuesday morning."

The law which was quoted by Corporation Counsel Silverman of Boston to Mayor Curley follows: "On all work of any branch of the service of the commonwealth, or of any city or town therein, citizens of the commonwealth shall be given preference."

The law does not compel the trustees to discharge the nurses. It means that if there are local girls who are citizens who want jobs as graduate nurses in the hospitals that they shall be given preference. If there should be no nurses who are citizens who want hospital jobs, the trustees probably would not discharge anyone as it would cripple the hospitals.

Two of the alien graduate nurses at the Gale hospital have their first papers, and one has made application for her first papers. There are 35 graduate nurses employed at the Gale hospital. Two of the graduates are on vacation, one of them being a citizen and the status of the other is in doubt.

There are 56 pupil nurses at the Gale and 13 of them are aliens.

There are 33 pupil nurses at the Hale hospital and five of them are aliens. Of this five, two have their first papers and one girl has her second papers. There are seven graduates at the Hale hospital, only one an alien and she has her first papers.

There are four graduates at the Contagious hospital, one of them an alien. There are no alien nurses employed at the City Infirmary.

FRAMINGHAM NEWS 8/20/31

COMMENDS BOSTON FOR DISMISSAL OF NON-CITIZEN HELP

Editor The News—Congratulations to Mayor James M. Curley of Boston, for his decision to discharge non-citizens from the pay roll of the Boston City hospital.

It might be well if Framingham concerns would do likewise, because it is perfectly obvious that many people hesitate to become American citizens. We must support and care for our needy citizens in accordance with the law. While many of our citizens are walking the streets seeking employment, trains and buses bring out of town residents to many of our industries Framingham's unemployment condition can be solved within our town limits, and our town people, if our local concerns and industries will only co-operate.

While the town itself has no authority over certain institutions, located in the town I do believe that an attempt should be made to procure Framingham help instead of employing people who are foreign to our town. After all, it is the citizens of Framingham who contribute towards the maintenance of our institutions, and not those who sometimes receive the most benefit, as a survey of the welfare department's figures can prove. No greater a philosopher than our own American Henry George in his book of Political Science, says "Let Charity, if you would call it such, begin at home."

PETER H. MACCINI.

WORCESTER GAZETTE 8/20/31

Claim No Alien Nurses Affected Here by Ruling

While hundreds of nurses in state and municipal institutions throughout Massachusetts were uneasy today over the prospect of loss of employment through lack of citizenship papers, those employed at City hospital and Belmont hospital apparently were free from worry.

According to officials at both institutions, which are city maintained and operated, there are no alien nurses, on either staff.

The situation resulted from the action of Mayor James M. Curley of Boston, in ordering the discharge of 14 alien nurses employed in the Boston City hospital. This came about through interpretation of a section of the state laws governing the employes in state and municipal service. This section states that citizens shall be given preference.

Worcester officials said they exercised care that no aliens be given employment in order to avoid just such situations. Frequently girls take out their naturalization papers in order to enter either of the two institutions it was said. Many of the employes, here, however, are native born.

The ruling does not apply to private institutions, so that other Worcester hospital employes will not be affected by it.

WORCESTER GAZETTE 8/20/31

SEES HUB AS LEADING PORT

Mayor Curley Predicts Boston Will Regain Former Position in Shipping Circles in Near Future

PENN ROAD EXECUTIVE IS GUEST AT BANQUET

Special Dispatch to The Gazette

BOSTON, Aug. 20.—Predictions that Boston would regain in two years its crown, as the commanding port of the North Atlantic were voiced by the transportation leaders at the official luncheon given yesterday at the Ritz Carlton hotel by Mayor Curley to Vice President George D. Ogden of the Pennsylvania railroad, who has been assigned to the New England area.

Guests at the meeting included representatives of the Boston Post Authority, the U. S. Department of Commerce, the Maritime Association of the Chamber of Commerce and the railroad, shipping and banking interests.

Assignment of fast ships of the Bremen and Europa class to establish a four-day service between this city and Europe will make Boston once again the "crack port on the Atlantic seaboard," the meeting was informed by Lawrence P. Wilder of New York and Chicago, shipping and railroad transportation expert, who is now serving as consultant to Mayor Curley and the Port Authority.

Demands for speed and time-saving would force the selection of Boston as the main port on the American seaboard, he contended, pointing out that the Leviathan, a first class ship two years ago, has been turned into the discard, because of the record speed of the Europa and the Bremen.

The Mayor declared that, after years of unfair differentials Boston was beginning to see "the sunrise of promise rising over the horizon" during the past few days. He explained that, for the first time since the war, direct freight service between Boston and Germany will be established in a few weeks.

In addition, the Mayor said that he has the assurance that the French line would make this city more than a port of call and that its super-ships would make occasional visits to this port. The other lines, he said, would also follow this program.

Appealing to representatives of the Boston & Albany railroad to electrify its lines here and to find a storage space for its Pullman cars, now parked at Exeter street, the Mayor said that, although he wanted to continue on friendly terms with President Patrick Crowley, he would increase the valuations on the property to such a point as to compel the B. & A. to abandon the Exeter-street yards.

The Mayor praised the work of the late President George Hannauer of the Boston & Maine in rebuilding the road's holdings in the area of the North Station and voiced his tribute to President Pelley of the New Haven for the rejuvenation of the South Station area, characterizing them as "super-men," and welcoming Vice President Ogden of the Pennsylvania as one of their number.

After having been presented an Irish blackthorn walking stick by the Mayor, Vice President Ogden reviewed the activities of the Pennsylvania railroad here since 1854, and declared that he had been sent here to enable New England to reach its markets in the fastest time possible by strengthening the rail service and forming a direct contact with the people.

NORTH ATTLEBORO CHRONICLE 8/20/31

BOSTON TO FETE 6 TURKEY FLIERS

Boston, Aug. 20.—Plans for a celebration and reception in Boston for Russell Boardman and John Polando, who flew from New York to Istambul, Turkey, were announced yesterday. They will arrive here Mnoday on the S. S. Excalibur.

There will be a reception in New York Monday. Tuesday morning the pair will fly from a New Jersey airport to East Boston where they will be met and taken to City Hall. In the evening an air show will be given in their honor. Admiral Richard Byrd, Governor Ely of Massachusetts and Mayor Curley of Boston will greet the fliers in Boston.

PROVIDENCE JOURNAL 8/20/31

MAYOR SEES BOSTON AS BIG FUTURE PORT

Expresses Prediction at Luncheon to Pennsy's N. E. Vice President

Boston, Aug. 19.—(AP)—That Boston would regain her lost crown as commanding port of the North Atlantic was predicted today by Mayor James M. Curley at a luncheon to George Ogden, vice president of the Pennsylvania Railroad, who has been assigned to the New England area.

Guests included representatives of the Boston Port Authority Board, the U. S. Department of Commerce, the maritime association of the Chamber of Commerce, railroads, shipping and business interests.

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Mayor Curley said he had assurance the French Line would make this city more than a port of call and that other lines would follow its example.

NEW BEDFORD MERCURY 8/20/31

BOSTON TAX RATE $31.50.

Curley Cites $14,000,000 Reduction in Property Values in Announcing 70 Per Cent Increase.

Boston, Aug. 19—A tax rate for the coming year of $31.50 was announced yesterday by Mayor Curley. The new rate represents an increase of 70 cents. In the statement, Mayor Curley declares that he could have reduced the figure this year if it had not been for an unprecedented reduction in the value of real estate, the first to occur in 52 years. In the computation of this rate, however, the city was also materially assisted by being allowed to anticipate the receipt of more than $1,000,000 in a refund from the Elevated.

"It has been my sincere wish," Mayor Curley stated, "to prevent an increase in the tax rate for the year 1931. For the first time in 52 years, however, there has been a reduction in the value of real estate, including tangible personal property, which amounts to $14,000,000 this year. When it is considered that during the past 10 years valuations have increased on the average $40,000,000 a year, it is evident that there has been this year a total shrinkage in property subject to taxation of $54,000,000.

FALL RIVER HERALD-NEWS 8/20/31

PORT OF BOSTON 6 HAS BIG FUTURE

BOSTON, Aug. 20, (A.P.)—That Boston would regain her lost crown as commanding port of the North Atlantic was predicted yesterday by Mayor James M. Curley at a luncheon to George Ogden, vice president of the Pennsylvania Railroad, who has been assigned to the New England area.

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Mayor Curley said he had assurance the French Line would make this city more than a port of call and that other lines would follow its example.

Aug. 20, 1931

Non Citizen Nurses Discharged.

Boston, Aug. 20 (AP)—Mayor James M. Curley has ordered Superintendent John J. Dowling of the Boston City hospital to discharge 14 nurses who are not citizens of the United States. The mayor's action, which he said he regretted exceedingly, resulted from an opinion by Corporation Counsel Samuel Silverman that state law required preference to be given to citizen

SPRINGFIELD, NE

CONCORD MONITOR 8/19/31

Crowley to Quit In January; Anderson Slated For Post

Police Superintendent Has Been Eligible For Pension Since First of Year; Curley Expected to Agree to Changes

Boston, Aug. 18—Superintendent of Police Michael H. Crowley will voluntarily retire in January. Unless developments arise which force a change in present plans, he will be succeeded by Capt John M. Anderson of the East Dedham-street station.

A formal request by Supt Crowley to be permitted to retire on the pension to which he has been eligible since January will pave the way for the elevation of Capt Anderson to the post for which he was slated during the regime of former Police Commissioner Herbert A. Wilson.

Mayor Curley is not expected to interpose any objection to the retirement of Crowley, who has been permitted to hold his post since last January because of the refusal of the mayor to sign the retirement papers which were sent to him by Commissioner Hultman.

The planned promotion of Capt Anderson to the most important uniformed position in the police department is regarded as a tribute to the ability of prominent political leaders to accomplish what was regarded a short time ago as an impossibility.

Capt Anderson's prestige was believed to have declined with the passing into retirement of Commissioner Wilson, with whom he enjoyed a friendship which was not approached by any other official of the department.

The transfer of Capt Anderson from the coveted Back Bay division to the South-end district, with its radical change in environment, was not looked on as proof of continuance of the influence which the captain yielded in the commissioner's office during the Wilcon administration.

Several months ago Capt Anderson was not even considered as a possible successor of Crowley. The insistence of Commissioner Hultman that Deputy Superintendent James J. McDevitt had a record which entitled him to preference, and the campaign which was quietly but vigorously waged to obtain recognition for Deputy Superintendent Thomas F. Goode indicated that Capt Anderson fell far short of commanding the attention of the commissioner or of those who were recomending the qualifications of Deputy Goode.

Gave Crowley Carte Blanche

Had Mayor Crowley signed the retirement papers of Supt Crowley when they were presented to him, Deputy McDevitt would undoubtedly have been promoted.

In permitting Crowley to remain, after reaching the age of retirement, the mayor publicly declared that the superintendent could continue to perform his duties as long as he cared to do so, and the mayor stressed his decision that Crowley could carry on during the remainder of his administration.

A formal request by Supt Crowley to be permitted to retire would not embarrass Mayor Curley, and in spite of denials that any such action is contemplated, it was asserted to a newspaper man yesterday by informants who are personally familiar with the situation, that Crowley will quit the department in January.

NEW ENGLAND

BOSTON—Boston Herald says government tax specialists have uncovered speculations of nearly $500,000 in the 1929 stock market by a high ranking Boston police official for which he failed to account in his federal tax return.

BOSTON—City council unanimously passes an order calling on Mayor Curley to discharge all nurses at the City Hospital who are not citizens of this country.

GAZZETTA DEL MASSACHUSETTS 8/15/31

DODGING THE NEED OF SCHOOLHOUSES

Boston needs a considerable number of new schoolhouses. The need has been acute for years and the building program entailing as expenditure of $9,000,000 approaching completion has not met the real needs of the school children.

Instead of representing the people and caring for the interests of the school children, a majority of the members of the school committee has been striving to spend money for schoolhouses for nothing but sentimental reasons.

It is not surprising that Chairman Frank A. Goodwin of the finance commission has publicly branded three school committee members as unfit to handle the money of the taxpayers. Mr. Goodwin is right. He speaks with a knowledge of facts. He should have taken another step and called upon the voters to elect a new school committee in November.

It does not demand super-intelligent men and women to discover where schools are needed. The ordinary citizen can solve that problem. But the school committee does not accept the policy of placing schoolhouses where they are needed. For reasons which cannot be interpreted, a majority of the members insist that schools must be built where they want them and their wants are generally based entirely upon sentiment.

If the voters of Boston who are taxpayers are anxious to lessen the tax burden which they are shouldering they can easily do so by refusing to re-elect members of the present school committee and making known their decision that all schoolhouses erected in the future shall be designed for school purposes. The idea of making school buildings into palaces is too costly for the taxpayers.

QUINCY PATRIOT-LEDGER 8/19/31

Boston Plans Reception to Air Heroes on Arrival Next Tuesday

BOSTON, Aug. 19—Russell Boardman and John Polando, record nonstop long-distance fliers are scheduled to reach New York next Monday. According to preliminary plans which have been announced, they will arrive here next Tuesday, at which time a reception has been planned for the aviators, who flew from New York to Istanbul, Turkey.

Their plane, the Cape Cod, will be taken from the ship to a New Jersey airport, where it will be assembled. Tuesday morning at 10:30 the fliers will leave there for Boston, where they are expected to arrive at noon.

G. M. Bellanca, designer of their plane, of Newcastle, Del., will accompany them in a cabin plane. With him will be Mr. and Mrs. J .W. C. Price, Mr. and Mrs. Winthrop Whitney and relatives of the aviators.

At the airport in East Boston they will be met by city and State officials and officers of the Massachusetts National Guard. An automobile parade will follow through East Boston and Chelsea to Haymarket square, where a larger column, made up of various veterans' and fraternal organizations, will form in the parade to City Hall, where the flyers will be greeted by Mayor Curley.

THE TOWN OPTIC 8/8/31 - LOWELL

THE NEXT GOVERNOR

HON. JAMES M. CURLEY

Hon. Jame M. Curley will never again seek the mayoralty of Boston. But he is too valuable a man to allow to enter private life. He is a born leader, there is no greater in the Eastern sector, nor his equal as an administrator in matters of public betterment. And if he is to be kept in public life the voters of the Commonwealth must nominate him for governor in 1932. He stands ready to accept the trust, with the promise of administering to the state the same sterling service he has offered to the city of Boston during the past three years. A service that has won the commendation of all citizens of Boston regardless of party or creed.

Never more has the state needed a man of his vision at the State House. And never before was Curley in position to carry the banner of victory. He has only to be nominated in 1932 to be the next governor of the Commonwealth.

N.Y. HERALD-TRIBUNE 8/18/31

A Good Wrangle Gone Wrong

It is reassuring to learn that Boston is at long last to get its new postoffice if for no other reason than because the actual erection of the structure will bring to a close the exchange of barnyard witticisms between Mayor Curley and the Postoffice Department in Washington.

For more than four years now the postoffice project has vexed, amused and bored by turns the good burghers of the Hub. First, the site of the building was discussed with heat and asperity by all concerned and some who were not. There were letters in "The Transcript" and Ralph Adams Cram made his inevitable appearance as an ally of the good, the beautiful and the Gothic. Finally, it was decided to utilize the old site and the stage was cleared for the extended limestone or granite controversy, a situation which was greeted with loud cheers by Frank Buxton and "The Herald" as prime editorial matter. Then came the jurisdictional difference of opinion among the local labor unions as to which group of mechanicals should handle the structural steel on its arrival in the New Haven Railroad's freight yards, and after all the dust had settled and the broken hats had been swept up by the frock-coated street sweeper in Copley Square (there really is one) it appeared for a time that there wasn't really going to be a new postoffice after all. It was then that Mayor Curley suggested that the excavation marking the site of the old postoffice be kept permanently as a cow pasture and the postal department in Washington replied that it was bored with Mayor Curley's "bull."

At this juncture the judicious retired from both or rather all sides of the field and left School Street to fight it out with the Federal authorities. Now construction in Postoffice Square is actually under way, and in another year the $5,000,000 building is expected to be in use. Probably, however, good Bostonians are just a little sad that this should be the case, for a good controversy in the New England manner—such, for instance, as the State House brick discussion—affords more pleasure along the Charles and on Beacon Hill than any number of fine new public buildings.

SPRINGFIELD REPUBLICAN 8/19/31

HUB TAX RATE RISES 70 CENTS TO $31.50

Property Values Go Down First Time in 52 Years, Fall $14,148,200

Boston, Aug. 18—(AP)—The tax rate for the city fo Boston will be $31.50 on the thousand, an increase of 70 cents over last year, Mayor James M. Curley announced tonight. The figure was announced in the face of a loss in property values for the first time in 52 years and an increase of $3,250,000 in city payments to poor and jobless.

Assessors placed the 1931 assessed valuation total of the city at $1,958,000,000, which represents a decrease of $14,148,200 from last year.

(Continued)

WORCESTER TELEGRAM 8/16/31

deceased while yet the mourning lilies are unwithered. There is a stock old political story of a man who applied for the appointive office of an unfortunate public official who had fallen off the dock and been drowned. This man saw him splash into the water, and he tore as fast as a taxicab could take him to the office of the appointing power—and asked for the job.

"You're just a few moments too late," said the executive.

"How can that be?" asked the applicant. "I saw him hit the water, and I made quick time up here. How do you mean, I'm too late?"

"Why," said the executive, "I've given the job to the man that pushed him in."

The executive council has approved the inscription to go on the memorial to Senator Lodge, on the state house grounds. It reads:

"To Henry Cabot Lodge, 1850 to 1924. Statesman and scholar whose leadership was of lasting service to his countrymen. This monument is erected by the Commonwealth of Massachusetts."

We still have a few manifestations of statesmanship and scholarship in the G. O. P. of Massachusetts, but we are a bit short on leadership—which shall be of immediate, to say nothing of lasting, service.

WORCESTER GAZETTE 8/17/31

CARMEN LOOK TO BIG SESSION

Worcester Delegates to Convention at Boston Are Named by Street Railway Men's Union

SCOPE OF EVENT IS INTERNATIONAL

Walter J. Hannigan, vice president and William E. Holden, treasurer, have been elected delegates to represent the Worcester division of the Amalgamated Street Railwaymen's union at the international convention of the organization which will open next Monday morning at 10 o'clock at the Hotel Bradford, Boston.

The other officers of the Worcester division are expected to attend also ex-officio.

Two special trains will come to Boston with delegates and guests from Chicago and Detroit and will stop one day in Montreal where they will be entertained by the Montreal division of the organization.

It will be the first convention in which the Boston local will have had the opportunity of entertaining the delegates since the union was formed in that city in 1912. It is expected that about 1200 visitors will be present.

Governor to Speak

The convention will be called to order by John Carey, president of Local 589 of Boston, who will welcome the visitors on behalf of the union carmen of New England and introduce the welcoming speakers, among them being Gov. Joseph B. Ely, Mayor James M. Curley, James T. Moriarity, president of the Massachusetts State Federation of Labor, and J. Arthur Moriarty, president of the Boston Central Labor Union. The committee is awaiting replies to invitations sent to United States Senators Walsh and Coolidge.

It is with much interest that the carmen of New England are awaiting the report of the convention committee on credentials and the fate of William Walsh, a member of Boston Local 589, and a past president of the Massachusetts State Federation of Labor.

Walsh a few years ago was alleged to have made charges agaist William D. McMahon, president of the international union, and other general officers, which the general executive board ruled he failed to prove when given an opportunity, with the result his membership rights were revoked.

The case was taken to the courts by Walsh and eventually ended with the Massachusetts Supreme Judicial court ruling that his membership was revoked unlawfully and ordered his reinstatement as a member in good standing. Boston Local 589 accepted the ruling of this court, but it is understood that the international union never accepted the decision and refuses to recognize Walsh as a member.

At the recent election of delegates to represent Local 589 at the convention, Walsh was among those receiving the highest votes. He is a regularly elected delegate and the interest is in whether or not the credential committee will accept the credentials or vote to refuse him a seat.

Among Matters Pending

Trade matters of much importance, especially on questions of jurisdiction, are expected to come before the delegates. One of these is the dispute between the Carmen's Union and the Teamsters' Union, as to whether an operator of a passenger bus is a carman and belongs to this union, or whether he is a teamster.

Another concerns the attempts of steam railroads to get short-haul passenger traffic with frequent buses instead of infrequent trains, and the claims of railroad unions that the men, operating these buses are trainmen because they are employed by a railroad. The latter system is overlapping the street railway services, and according to the street carmen, should be handled by street carmen.

Thursday night is expected to be one of the biggest nights in history of Local 589, other than the two or three meetings held for the purpose of declaring a strike against the company, as the regular meeting of this local is scheduled for Tremont Temple, with all visiting delegates slated to attend with the international officers addressing the

LAWRENCE TRIBUNE 8/18/31

SO. LAWRENCE INVITED TO PLAY IN GAME

BOSTON, Aug. 18—Eight of the outstanding soccer teams in the State will vie for top honors in the five-a-side competition to be held on Labor Day at Caledonian Grove, West Roxbury, in the 42nd annual Scottish games, Associated Clans, O. S. C., of Boston and vicinity. In addition to the soccer there will be track and field events for men and women, events closed to Clansmen and their families and other games such as bagpiping and sword dancing, which will be open to the world.

The eight teams, as named by the games committee, follow: Fore River, Corinthians of Revere, Clan MacGregor, Clan Robertson, Clan Stewart, Beacon Oil, Needham F. C., and South Lawrence F. C. Fore River won the event a year ago and will rule favorite since its eleven was the outstanding team in the State this past season. It won the State cup, the Charity cup and the State league title. Clan MacGregor and Beacon Oil were finalists in the Curley Cup and also in the Boston and District league race.

The draw for first round meetings will be made on the day of the games and the first pair of teams will swing into action at 12 o'clock sharp. All managers have been warned that they will be scratched if all their players are not on hand at that hour.

There will be six track events for men, all handicap, and also three New England A. A. A. U. junior championships, 880, high jump and six mile run. The highlight of the meet will be the O. S. C. mile for the famous trophy donated by Col. Walter Scott, Past Royal Chief. Five track events are listed for women, 440 relay, 100 and 220 handicap, high and broad jumps. Men's events are 100, 220, 440, pole vault, hop, step and jump and broadjump. Music will be supplied by the famous Caledonian Club pipe band, champions of New York and New England. Entries close with Norman MacKay, 166 Worcester street Watertown.

SALEM NEWS 8/19/31

Boston Tax Rate Is $31.50, Boost Of Seventy Cents

Boston, Aug. 19—A tax rate for the coming year of $31.50 was announced late yesterday afternoon by Mayor Curley. The new rate represents an increase over the former rate of 70 cents. In the statement accompanying the rate announcement Mayor Curley declares that he could have reduced the figure this year if it had not been for an unprecedented reduction in the value of real estate, the first to occur in 52 years. In the computation of this rate, however, the city was also materially assisted by being allowed to anticipate the receipt of more than $1,000,000 in a refund from the Elevated.

"It has been my sincere wish," Mayor Curley stated, "to prevent an increase in the tax rate for the year 1931. For the first time in 2 years, however, there has been a reduction in the value of real estate, including tangible personal property, which amounts to $14,000,000 this year. When it is considered that during the past 10 years valuations have increased, on an average $40,000,000 a year, it is evident that there has been, this year a total shrinkage in property subject to taxation of $54,000,000.

(CONTINUED)

WORCESTER TELEGRAM 8/16/31

The only important certainty thus far discernible in this affair for Wednesday is that the lieutenant-governor will utter a speech. That's no novelty, for Mr. Youngman has flowed freely, as is proper and necessary, at many a clambake and banquet; but this time it is of more immediate importance, for we look to him to outline his own candidacy for governor, in decisive fashion. This is his great public opportunity of the year. He may enter that arena at Fall River's suburb with all confidence that there is nothing looming on the horizon of the party primary to alarm him; but he will be wise if he has an eye on a more distant horizon—the ultimate election in which he will face Mr. Ely or Mr. Curley as the case may be. He knows, as an experienced public man, that a nomination is a preliminary to the real battle this year, and that the state is rather set toward the Democratic party.

Thus, we look to Mr. Youngman next Wednesday not simply to accept the party nomination, but to sound a rallying cry for his party, to make his titular leadership incontestably real, not only for his own satisfaction but because the party very much needs militancy in its heading toward the contest a year from this November.

We see no signs whatever of any other effective rousement on this Wednesday program, which at the moment of writing contemplates the possible oratorical and inspirational presence of Messrs. Simeon D. Fess of Yellow Springs, Ohio, and Charles Curtis of Kansas and the vice presidency of the United States.

Now, here are two good men, attested Republicans, but it is our belief that they are neither of them of the type to which a people would instinctively appeal for leadership in storming the Bastille. Solid, substantial men, but not built to make breaches in the walls of an enemy city, nor to save a nation in moments of extremity.

What the Republicans sorely need in Massachusetts now is something to wake them up. They are depressed more than the price of wheat. They need a fighting spirit. They want rousement. Prof. Fess is a fluent speaker, he raises his voice, he is an enthusiastic partisan, but he leaves us cool. Vice President Curtis was an effective man in the Senate, but he is hardly more inarticulate in his present office, which is the pre-eminent dumbshow of the political universe, than he was on the floor of the Senate. In that body he was a committee worker and an organizer but never an orator.

All of which the better serves Mr. Youngman, for it is his chance to "steal the show" and get the headlines.

Oratory for Democrats

The Democrats are making elaborate plans for their clambake, also under Fall River auspices which will take place on Sept. 6. It is going to be a lively show—as the Democratic powwows usually are. Long ago someone observed that the Democrats have all the fun—but the Republicans get all the votes. Well, times are changing, and though the Democrats still put on a good show, they seem to have got the knack of garnering votes also, in this state.

There'll be oratory a-plenty on Sept. 6 when the Democrats get together. Senator David Ignatius Walsh will be there, and there is not the shade of a doubt that he will make a good speech. He is an orator. We recall a painful evening in Lowell, in the year, sad for Republicans, when Mr. Walsh was opposed by William Morgan Butler. We walked from the Butler rally a few blocks over to the Walsh rally, and right then and there we hedged any bets we mentally had made on Butler. Mr. Butler has distinguished abilities; but the contrast between the chilliness of his Lowell rally and the wild enthusiasm of the Walsh rally in the same city and at the same time was eloquent and, from a Republican point of view, devastating.

Marcus Coolidge also will speak, but it is likely that even the most temperamental of Democrats will be able to control their emotions during that period. Marcus Allen Coolidge—blessed with two Republican gubernatorial names, plus a Roman prologue—is a substantial and excellent man, but no spellbinder. Governor Ely will probably be on hand; and there are few more persuasive speakers. Will Mr. Curley be present?

After these two big clambakes are ended, we would like to see, just as a sporting event, a rally, in each party, in which everyone who has been officially or unofficially mentioned for office, at this season, is invited and participating. Think what a gay and lively affair the Republicans might have with speakers including former Governor Fuller, former Governor Allen, Gaspar Bacon, Leverett Saltonstall, John Haigis, Joseph Wiggin, Henry Shattuck, Frank Lyman, and a few others!

Will Mr. Allen Come Back?

Incidentally, the chances that Frank Gilman Allen may enter the primary race for first-place nomination, appear to be increasing. The former governor is discreetly silent as to all this, but his friends are certainly active in a quiet way, and there are reports that an effective organization is being brought together with this end in view, to be made publicly active if any indications appear that the prospects for success are good.

Governor Allen is one of the melancholy victims of political circumstances. By all the rules, and by the test of performance, he should have been elected to succeed himself. The fates were against it. We have heard all shades of opinion as to what caused his defeat, but sifting them all it yet appears that it was just not on the cards for a Republican governor to be re-elected last fall, the state of mind in the commonwealth being what it was.

Ever since his defeat his friends have felt, and have said, that he could and would come back. Events through the months since last January have not worked in that direction, however. The present lieutenant-governor has a valid argument—and he was elected in 1930, which in itself is a good argument. There is no reason why he should stand aside for the former governor, or any former governor—or anyone else. And he will not.

There is very little sentiment in politics. Candidates clamber over the casket of the politically

CONTINUED

WORCESTER TELEGRAM 8/16/31

Politicians Get Ready

Orators Limbering Up for Party Clambakes—Mr. Lyman Added to Those Mentioned for Governor—Opportunity Smiles on Mr. Youngman

By E. E. WHITING

BOSTON, Aug. 15.—No one ever has determined definitely when a political campaign begins. Some men eminent in successful politics, who know not only that "politics is personal" but that candidacies are even more so, run a continuous campaign. As soon as one election is out of the way, they begin preparing for the next one—whether their contests are six years apart, as with the United States Senate—or annual as in some town politics. Many an office has been lost by resting.

Our own James Michael Curley, than whom none is a more masterful man in politics, begins his campaigns early. He began to run for mayor four years before he was elected; which is one of the reasons he was elected. Mr. Lodge ever had an eye for the next contest—and he won a long succession of them.

Some say that it is too early for plans relative to the election of a state ticket next year in our grand old Commonwealth; others know better. Mr. Youngman has been campaigning for a long time, and he has done so good a job that he now has the field practically to himself. During the past few weeks we have successively presented the names of a number of men who have been mentioned as possible opponents of Mr. Youngman for the governorship, in the Republican primary; and not one of them has aroused anything like popular enthusiasm, nor stirred the potential candidates themselves to frenzy.

Lyman for Governor?

The latest name we have heard discussed in this connection is that of the commissioner of public works, Frank Lyman of Easthampton; and he is away on a vacation, and thinking about sensible things. We have known Frank Lyman and his folks for a long time, and they are the salt of the earth; and we have not the nerve to go to him and ask him what he thinks about running for governor.

The consideration of his name now is an obvious reaction following the wild and tumultuous action of the executive council ten days ago when it erected the Chinese wall about Massachusetts road contracts. At that meeting the commissioner was present for an extended period, and though there is no public report of what he said, it is plain enough that he is not at all in sympathy with the present astonishing situation at the state house relative to contracts and related matters.

Frank Lyman is that old-fashioned type of public official who supposes that he occupies his post for the single purpose of serving the public to the maximum of his strength and ability. He earned that reputation when he was in the Legislature, and in those days was pointed to by high powers in the party as a strong man, dependable, sure, conscientious and able. The appointment of him to the commissionership met approval and he has been jogging along at the head of the public works department efficiently and sensibly. If he is to be placed at odds with other forces in the state house in this matter of road construction and reconstruction, then so much the worse, in the long run, for the other forces.

There has been a queer rumor afloat in the state house corridors, where all sorts of stories have their birth, that it is on the political cards for Mr. Lyman to be shelved, and for the governor's secretary, DeWitt C. DeWolf, to take the position. This must be hot-weather gossip, for probably no single move by the governor could do him more political damage than the retirement of Mr. Lyman—who is not only an efficient public official, but who comes from the western part of the state.

This current talk of Mr. Lyman as a possible contender for the Republican nomination for governor is a natural product of conditions at the state house, but we cannot regard it as more than that.

Clambakes in Prospect

Some persons believe that the political season really opens with the clambakes that mark the close of summer or the beginning of fall. There are two of these—big ones—in prospect, one for each party; and it is true that they will both have large political significance, with "keynotes" sounded at each, and with a ballyhoo for the grand old party or parties sounded on the tinkling clam shells and the booming oratory.

The Republicans have the first whack, in the Fall River setting where many a political comedy or tragedy has been enacted. Next Wednesday, the 19th, Republicans of various and varying hopes and fears will sit down and tuck their paper napkins under their chins, prepared to absorb clams, roast corn and ginger ale in copious quantities, while they listen to what's what.

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EAST BOSTON FREE PRESS

ably represented by Mrs. Mazza of Orient Heights, who has for years fought shoulder to shoulder with Tom on dump-pollutions as they affect the Fourth Section and Breeds Island She pointed out that a skunk by any other name has no affinity with the Arnold Arboretum. The meeting adjourned at one o'clock after all sides interested had been heard. Councillor Donovan dropped in to listen but did not speak on the matter, although he made it plain to his constituents that he would take an interest in the new specifications to see that items affecting his home section would be improved upon.

Polls Live Near Dumps

Councillor Donovan lives at Orient Heights, as do most of the office-holders of East Boston who did not think it worth while to be present on such a heart-deep home affecting matter. But the more we think of those "Rambling Incinerators" and "Germicide Auxiliaries" the more we think they would be the real thing. Garbage collection, disposal and rendering of wastes is a legitimate industry, and a large one, and ought to be preserved to individuals or honest corporations rather than to put the whole operation where there would be no lucrative return, except to city workers. Wherever tax-levies can be increased we should not wipe out industry.

HAVERHILL GAZETTE 8/19/31

BOSTON'S TAX RATE FOR 1931 FIXED AT $31.50

Represents 70-Cent Increase—Property Valuation Drops 14 Millions

BOSTON—A tax rate for the coming year of $31.50 was announced late yesterday afternoon by Mayor James M. Curley. The new rate represents an increase over the former rate of 70 cents. In the statement accompanying the rate announcement Mayor Curley declares that he could have reduced the figure this year if it had not been for an unprecedented reduction in the value of real estate, the first to occur in 52 years. In the computation of this rate, however, the city was also materially assisted by being allowed to anticipate the receipt of more than $1,000,000 in a refund from the Elevated.

"It has been my sincere wish," Mayor Curley stated, "to prevent an increase in the tax rate for the year 1931. For the first time in 52 years, however, there has been a reduction in the value of real estate, including tangible personal property, which amounts to $14,000,000 this year. When it is considered that during the past 10 years valuations have increased on the average $40,000,000 a year, it is evident that there has been this year a total shrinkage in property subject to taxation of $54,000,000."

8/25/31
WORCESTER GAZETTE

Principal Speaker At A. O. H. Event

MAYOR JAMES M. CURLEY of Boston

Final Plans Made For A. O. H. Event

Annual Convention Opens In Bancroft Aug. 24

Final plans for the convention banquet of the Ancient Order of Hibernians which will be held in the Bancroft Hotel on Monday evening, Aug. 24 were completed at the meeting of the banquet committee last night.

Letters of acceptance were received from Gov. Joseph B. Ely, Senators David I. Walsh and Marcus A. Coolidge, Mayor James M. Curley of Boston, Congressman Pehr G. Holmes, Mayor Michael J. O'Hara, State Treasurer Charles F. Hurley, State Auditor Francis X. Hurley, Civil Service Commissioner Paul E. Tierney, Rep. Edward J. Kelley, the Rev. Edward J. Fitzgerald, P. R., of St. John's Church and county chaplain of the order; the Rev. Philip O'Donnell of Boston, state chaplain; Matthew Cummings, past state president; John J. O'Connor of Holyoke, national vice president; Mrs. Mary Martin Silk, national president of the ladies' auxiliary; Atty. John C. Mahoney, Miss Mary A. Kinsella, state president of the auxiliary and Patrick F. Cannon of Clinton, past national vice president.

All of the above named will address the delegates at the banquet.

The banquet committee is headed by Patrick F. Cannon of Clinton, chairman; Michael J. O'Sullivan of Worcester, president of the United divisions; Mrs. Margaret T. Carrigan, president of Div. 1 of the ladies' auxiliary; Miss Mary O'Halloran of Southbridge, county treasurer; Mrs. Mary Haggerty, Webster county historian and Patrick J. O'Leary of Worcester, state treasurer.

The next meeting of the convention committee will be held during the week and will be called by County President James H. Ivory of Brookfield.

SPRINGFIELD REPUBLICAN 8/19/31

BOSTON'S TAX RATE $31.50, 70-CENT RAISE

Shrinkage of Valuations Given as the Reason for Increase

Boston, Aug. 19—The 1931 Boston tax rate is $31.50 per $1000 of valuation. Announcement of an increase of 70 cents over the 1930 rate of $30.80 was combined by Mayor Curley with an expression of regret at his failure to achieve his ambition to resson this year's burden on the taxpayers.

In averting the anticipated increase of approximately $3, Mayor Curley accomplished far more than had been held to be possible. The outstanding favorable factor exerting downward pressure on the rate was authority from Tax Commissioner Long to include in the estimated municipal revenue the refund of $1,020,000 which the Boston Elevated railroad will make before the end of the year. This factor alone prevented a further increase in the tax rate of approximately 55 cents.

Valuations Shrink

Valuations have shrunk $15,616,000 from the record assessed valuation last year of $1,973,616,000, reducing the combined valuation on real estate and personal property to $1,958,000,000. Ordinarily a normal annual valuation increase of from $30,000,000 to $40,000,000 is reported. The reduction this year is far less than had been predicted and, in the opinion of real estate experts, shows conclusively that the assessors have made no general downward revision of values in the downtown district.

The probability is that scores of appeals for abatements will be filed with the state board of tax appeals, and predictions last night estimated the assessed value in abatement proceedings at as high as $500,000,000.

In the absence of a definite schedule revealing in what districts the shrinkage of valuation occurred, the supplementary report of the assessors must be awaited for the information which real estate experts are anxiously seeking.

There is abundant evidence to justify the statement that owners of commercial and industrial buildings throughout the city will challenge the failure of the assessors to make a general markdown of values this year.

Comparison of the figures on which the tax rate for the current year was determined with the corresponding figures of 1930 reveals that while requirements for the present year show an excess of $2,555,358.88, there has been an increase, because of the Elevated refund principally, of $1,650,220.68 in the offsets, thereby making the net requirements $905,138.20 more than last year.

The overlay to meet abatements, annually figured at 1.7 per cent of the net tax requirements was not changed.

EAST BOSTON FREE PRESS P/15/31

BOARD OF HEALTH

Mayor Curley Orders Officials To Investigate Complaints About Dump Conditions Along East Boston Shores Made By Residents At Public Hearing At City Hall—Rambling Incinerator Is Explained

On Tuesday last, in room 49, City Hall Front, Mayor James M. Curley, who loves the plain 70,000 people of East Boston enough to spend $35,000,000.00 on them, again proved his admiration for them by emphatically stating that he was in favor of a cleaner and more healthful method of removing swampy and boggy areas from the front door of Boston, all round, including our own home district. We may be sure that when the new ten-year Collection and Disposal contract is let that we will be satisfied.

Captain William P. Coughlin, Chairman Waterfront Committee East Boston Board of Trade, who started a campaign some weeks ago to make the waterfront areas around East Boston safe for young and old Democracy was the first speaker. The mayor presided, and around him were Dr. Mahoney, Health Commissioner; Corp. Counsel Silverman; Public Works Commissioner Joe Rourke and the Finance Committee Chairman, Frank A. Goodwin. Captain Coughlin squared away, suggested rambling incinerators and gave the large audience representing all parts of Boston and various civic bodies, the lowdown on local conditions. You saw all of it in the daily press who were very courteous and kind in their treatment of the subject, and displayed many pictures which gave us all a closeup of things we knew of, in a vague way, but didn't entirely grasp until said portrayal stared us out of countenance. The conference was held for the purpose of suggesting changes in the specifications which shall bind the new contractor, whoever he may be to give the citizens a square deal, which sad to relate, they have not had in former documents. Let it be understood, right here, that Mayor Curley did not let the first ten-year contract. That was rushed through in the closing hours of the Peters administration, under the "Nine Green Bottle" councilmaniac regime. We are quite sure that if Mr. Curley had been Mayor, Belle Isle Inlet and Orient Lake would not have been closed up. We are equally confident that after Captain Coughlin's portrayal of our betrayal in this regard he will survey the situation that we will have a little Back Bay Fens of our own from Chelsea Creek to Winthrop Bridge before he throws the reins of municipal control over the old horse's back in 1933. Too bad he couldn't be made Permanent Rector. Hulks don't come under garbage contract provisions, but they ought to. That could be made a provision of the new specifications, because you can't tell what these contractors will do when they take the bone in their teeth.

Murphy Explains

Former Representative George F. Murphy, who was responsible for the rehabilitation of the Ferries in 1920, took the floor after Captain Coughlin, going into dump statistics to show how East Boston had been the goat during twenty years of contract dumpage. He showed how by keeping the sea-scours of Belle Isle Inlet, Black Arrow and Shirley Gut open much of the evil which makes our waterfront unsightly and unfit to bathe in would be eliminated. He showed that dock-mud is filth caused by dumpage and obsolete methods of surface-drain and industrial outlet discharged onto the flats. The Mayor was much interested in these facts which have been for the most part overlooked by all officials of the city and state. The attention of everybody is now on the bad condition of bathing beaches in general, and we are waking up to the fact that it is not oil-steamers but enginering defects in the handling of wastes from communities themselves which is causing the trouble. No other district has been closed into a morass as East Boston has by the eagerness of land companies and real estate interests to turn their bogs into industrial sites. The only part of the word which we have realized is the "dust," foul and disease-breeding. Rats, bugs, flies, mosquitos, maggots, dead cats, dead hens and dead fish are the only thriving industry we have discovered since the advent of the ten-year debacle. City and state contracts call for clean fill, under foot, but anything under the nose is sufficient for the householder.

After Mr. Murphy came the Homeowners Association, the Orient Heights Women's Club, the Blackinton School Mothers Club and the East Boston Board of Trade, the United Improvement Association was represented, the Dorchester Improvement Association and Mrs. Henry D. Tudor of the Women's Municipal League and Albert Brown representing City Employees Union 140, all favoring incinerators, but not in their neighborhoods.

Coughlin Produces Samples

Captain Coughlin showed samples of dock-mud, present dumpage vintage, from Belle Isle Inlet and Condor Sargasso. Everybody had a look and a smell. "That's what your kiddies bathe in," roared the old seadog. And he made a hit.

The new contract will not be let until July 1st, 1932, so that the good ladies of Orient Heights have a whole year to go after the United States Engineers and the State authorities who have illegally allowed the Belle Isle Inlet and Orient Lake to be closed up and make East Boston a mudhole instead of a lily-white sea-scoured island as it used to be "When You and I Were Young, Maggie." There were no politicians present, thanks be; nothing but home-lovers and home-owners deeply interested in the health, wealth and happiness of their children, to which the constitution entitles them. Why shouldn't they be indignantly aroused?

The years go by and no politician seems to care a hoot about the real poetry and music there is in beautiful, sightly and healthful surroundings. Love, music, thrills and heart-throbs go with beautiful scenery. Much of the real music and poetry of the world is wrapped around the makeup, from apex to aphelion. Beachmont road is no lover's lane.

Rambling Incinerators Discussed

Incinerators came in for considerable discussion but nobody wanted them as permanent dish, and that's how the rambling cremators came in for notice. These could be used by the day and tucked away in the city yards by night. Permanent incinerators finally get all smelled up, inside and out, and while they may be smell-proof as maybe in the process, aromas and foul-smelling dust gets into the fabric of construction as to walls, windows, roofs and grounds around outside. There ain't no such thing as a nose-gay aroma around an incinerator, whatever the type. The rambler can be built to do the trick, and with a germicide tank as an auxiliary, we can expect much improvement in the way of handling such local disposal as we must endure. The conference was a pleasant affair, all through. There were many pleasant passages, and the Mayor was in fine fettle, letting everybody have his and her little say, to which he listened attentively, good-naturedly with occasional repartee, often enlightening and helpful when some of the speakers got tangled up in their remarks. Dr. Mahoney and Public Works Commissioner Rourke were instructed by His Honor and give immediate attention to several crying evils, especially the dump around Hood's Milk stables and the long, black or brown beetles which are coming in through Mrs. Murphy's eaves at Orient Heights. The conference began at 11 A. M., and ended just before Mr. Niland arrived. Mr. Niland was busy on the Revere Oil Farm project with Comish Reth and could not get to the garbage hearing in time to be heard, but he was

CONTINUED

THE TOWN OPTIC, LOWELL 8/15/31

THE NEXT GOVERNOR

HON. JAMES M. CURLEY

At last the Ely big wigs are scared of Curley. They feel certain he will run for governor unless some obstacle is put in his way to prevent him, or even embarrass him from going after Ely. Hence they want him to be New England campaign manager for Franklin Roosevelt, feeling that under these conditions he would have to remain out of active politics personally. Whether Curley will fall for this or not is not known, but he may not get the chance in any event as Gov. Roosevelt may not be nominated. There is a strong under current at present for Newton D. Baker, former secretary of war, and Mr. Baker may be the lucky man.

However Curley does not soon forget the abuse heaped on him by Dan Coakley or Frankie Donahue, payroll chairman of the Democratic state committee. And then Ely sold out the party by signing the congressional redistricting bill, when he might have held it off and had every appointment of his put through the council while the Republican congressmen sweated.

SPRINGFIELD UNION 8/19/31

Boardman Due in Boston Tuesday

Holder of Nonstop Flight Record Will Arrive in New York Monday.

NEW YORK, Aug. 19—(AP) Russell Boardman and John Polando, who recaptured for the United States the long distance nonstop flight record by flying from New York to Istanbul, Turkey, are due here Monday aboard the S. S. Excalibur, their managers announced tonight.

Their immediate plans call for a flight from a New Jersey airport to Boston Tuesday morning, arriving at East Boston airport about noon.

The transatlantic fliers will be met there by the bureau of public celebrations committee and transported in automobiles to Chelsea, where they will be greeted by the Mayor. The party then will proceed to Boston City Hall for a welcoming by Mayor James M. Curley and finally to the State House where Gov. Ely will greet the fliers.

In the evening a mass celebration will be held in the new municipal stadium, South Boston, with National Guard airplanes maneuvering overhead. Gov. Ely, Admiral Byrd and Admiral Nelson are scheduled to be among the speakers.

8/19/31 SPRINGFIELD REPUBLICAN

BOARDMAN, POLANDO DUE AT N. Y. MONDAY

Transatlantic Fliers Plan to Fly to East Boston Airport Tuesday Morning

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THE TOWN OPTIC LOWELL 8/15/31

A Roosevelt Boom

Party Leaders Say That Gov. Roosevelt Has Prexy Delegates Stronger Than Did Al Smith in '28. — South Smiles on Him.–Illinois and Pennsylvania Look to His Nomination.

Democratic leaders here are frankly astonished at the way in which a Franklin Roosevelt boom, which started months ago in the West and South, is gathering speed.

Roosevelt today is stronger than former Gov. Alfred E. Smith of New York, his predecessor in the gubernatorial office, was before the Democratic national convention in 1928. Even the statement during the last week of Dr. Arthur J. Barton of Atlanta, Ga., chairman of the executive committee of the Anti-Saloon League of America, calling on the dry Democrats of the South to oppose the nomination of Roosevelt, is additional confirmation that Gov. Roosevelt is showing strength.

A native of Massachusetts, Senator Burton K. Wheeler of Montana, was one of the earliest Roosevelt boosters, and the West is now well spotted with Roosevelt workers. Senator Dill of Washington is among the most active for Roosevelt. Senator George W. Norris of Nebraska, as a leader of the Republican Progressives, has given the Roosevelt candidacy valuable support by his expressed admiration for the New York Governor of his stand on the water power question. His rallying cry, "What is needed in the White House is another Roosevelt," is being re-echoed throughout the West by Roosevelt backers.

Pennsylvania Pledged

Joseph E. Guffey, former Democratic national committeeman from Pennsylvania, has thrown abroad the Roosevelt band wagon the biggest block of votes yet tied up for any candidate. He declared that 66 of the 72 delegates Pennsylvania sent out to the Democratic national convention will be for Roosevelt.

"Tony" Cermack, a new power in the Democratic party and mayor of Chicago, is expected to help the Roosevelt cause in Illinois.

In Massachusetts such Democratic leaders as Senator David I. Walsh and Mayor James M. Curley of Boston have all declared themselves friendly to Roosevelt.

Southern Senators and House members are almost unanimous in declaring themselves as ready to work for the election of Roosevelt. Some of them hail him as chief because they credit him with being largely responsible for heading off John J. Raskob, chairman of the Democratic national convention, in his effort last March to have the national committee go on record as favoring a plank in the 1932 Democratic platform favoring a return of the control of the liquor traffic to the states. They consider Roosevelt as one of them because he has for years been spending part of his time in the South, in an effort to regain the complete use of his legs, following an attack of infantile paralysis in 1921. Today most of these southern Democratic leaders say in confidence that they are for the nomination of Roosevelt.

Direct reports have reached Washington headquarters of the party that Democratic leaders in New York, who at one time were inclined to be divided over the Roosevelt-for-president boom, are getting together more and more. Senator Robert F. Wagner of New York, it is believed, will at the proper time announce his support of the Roosevelt candidacy. Wagner's strength in New York's Democracy is considerable.

Reports from West Virginia line up leading Democrats, among them Clem Shaver, former national chairman, for the Roosevelt nomination.

8/19/31
LOWELL COURIER-CITIZEN

HUB TAX RATE $31.50, 70 CENTS INCREASE

Assessed Valuations Decreased $14,148,200 Since 1930—Relief Payments High.

BOSTON, Aug. 18 (AP)—The tax rate for the City of Boston will be $31.50 on the thousand, an increase of 70 cents over last year, Mayor James M. Curley announced tonight. The figure was announced in the face of a loss in property values for the first time in 52 years and an increase of $3,250,000 in city payments to poor and jobless.

Assessors placed the 1931 assessed valuation total of the city at $1,958,000,000 which represents a decrease of $14,148,200 from last year.

LOWELL COURIER-CITIZEN 8/18/31

BOSTON TO 'FIRE' ALIEN NURSES

City Council Calls on Mayor Curley to Take Action.

BOSTON, Aug. 17. (AP).—The City Council unanimously passed an order today calling on Mayor James M. Curley to discharge all nurses at the Boston City hospital who were not citizens of this country.

The order was introduced by Councillor John F. Dowd of the Roxbury district. Authorities at the hospital named 12 nurses who were aliens but said that all but four of them had taken out their first papers for citizenship. Dowd made public a list of 22 names which he said had been reported to him as aliens. Most of the girls named came from Ireland and the Maritime provinces.

PROVIDENCE, JOURNAL 8/19/31

BOSTON'S TAX RATE UP 70 CENTS OVER LAST YEAR

Goes to $31.50 a Thousand; Values Down First Time in 52 Years.

Boston, Aug. 18.—(AP)—The tax rate for the city of Boston will be $31.50 on the thousand, an increase of 70 cents over last year, Mayor James M. Curley announced tonight. The figure was announced in the face of a loss in property values for the first time in 52 years and an increase of $3,250,000 in city payments to poor and jobless.

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LAWRENCE TRIBUNE 8/15/31

STATE OFFICIAL SEES FUTURE FOR DAIRYMEN

Commissioner of Agriculture Addresses County Group in Session Friday Afternoon at North Andover

Dr. A. W .Gilbert, commissioner of agriculture in the commonwealth of Massachusetts, expressed a definite view that marketing conditions for the milk producers of this state are on the up-grade and that the dairymen are looking forward to much better conditions in the near future, in an address given before the Essex County Dairymen's association at a meeting of that organization held Friday afternoon at the Edgewood farm in North Andover. Commissioner Gilbert made a strong plea for closer cooperation among the dairymen of New England, declaring that they had just gone through a six or eight months period representing the most tense business situation ever known to the dairying industry. The organizations affiliated with the industry, he said, is accomplishing a great deal towards establishing the business upon a sound basis.

Addressing rearks of greeting to the dairymen's gathering to which he was host, Nathaniel Stevens, president of the M. T. Stevens and Sons Co., textile manufacturers, expressed the hope that the day of prosperity is not far distant, when there will be more work and better wages. Mr. Stevens asserted that it is his belief that the farmers do not receive a just return for their labor. Citing as examples the situation in the south where cotton is selling for one-half of its cost to raise and in the west where wheat sells at far less than its cost to produce, he said that the farmer is hardly receiving a fair return for his efforts. As with Dr. Gilbert, Mr. Stevens is optimistic as to the future.

The meeting was largely attended and was presided over by Francis C. Smith, county agent of the Agriculture extension service, Harvey Turner of Andover, president of the Massachusetts Dairymen's association, also spoke briefly in greeting to the group, as did Rudolph Messerli, superintendent of the extensive Edgwood farm.

Of especial interest to the dairymen present was a demonstration of proper handling and testing of milk from the cow to the wholesaler given by the Essex county 4-H Dairy club team under the direction of the 4-H county agent, Horace J. Shute. George Lambert of Boxford and Justin Little of Newbury presented the demonstration, graphically showing the different processes including cooling, determining the number of germs and the amount of free sediment in the milk by the vacuum test, and determining its keeping qualities and bacterial content by the hetylene test.

Those in attendance brought picnic lunches, and soft drinks and ice cream were served by the host. Mr. Stevens threw the farm open for inspection to all.

In his address to the men, which was the principal event of the meeting, Dr. Gilbert reviewed briefly the events and conditions in the dairying industry which led to the need of co-operative efforts on the part of the milk producers, hence the founding of the New England Milk Producers' association and similar organizations.

He told of the difficulties encountered in attempting to find a universal marketing plan. Milk is one of the hardest products to market because it is produced most competitively, is in most common use as a food and is the most perishable product, he said. New England has one of the best milk sheds existing, according to Dr. Gilbert, with Canada and a tariff wall on the north, the Atlantic ocean on the west, Connecticut to the south and New York to the west. He asserted that New England is able to produce all the dairy products it consumes and is doing so to a large extent. There is no milk imported from the western states, he said, though butter and cream is brought in to some extent.

The agriculture commissioner told of the numerous small cooperative creameries and proprietory groups which have sprung up and are selling milk at one-half a cent to a cent per quart less than the market price. These groups can do this, he said, because they have no surplus to handle, while the big milk companies must take care of large surpluses in order to treat the producers fairly.

This surplus is pooled over a large area according to the present marketing plan but a new plan was adopted in Massachusetts Thursday, whereby each producer will be assigned a certain rating, which he must average. The ratings will be based upon the size of the plant. If any producer exceeds his rating, he will be paid a lower price per quart for all milk allotment, he will be given a lower rating. Commissioner Gilbert said that it is not known whether this plan will succeed, though he has high hopes.

Legislature is pending in the General Court, according to Dr. Gilbert, to assist the Massachusetts dairymen. He paid tribute to Dr. Parker of the Massachusetts Agriculture College at Amherst, who is accomplishing much for the dairymen, he said. In closing, the speaker declared that the dairymen were never in better graces with the public, citing Mayor Curley of Boston as saying that the milk producers are in need of help. To obsolve all the dairymen's problems, will take a long time, the commissioner said, but substantial progress is being made and there is a bright horizen ahead for the milk producer.

WORCESTER TELEGRAM 8/18/31

CALL UPON CURLEY TO DISMISS ALIENS

Boston City Council Acts Against City Hospital Employes

BOSTON, Aug. 17 (AP)—The city council unanimously passed an order today calling on Mayor James M. Curley to discharge all nurses at the Boston City hospital who were not citizens of this country.

The order was introduced by Councillor John F. Dowd of the Roxbury district. Authorities at the hospital named 12 nurses who were aliens but said that all but four of them had taken out their first papers for citizenship. Dowd made publice a list of 22 names who he said had been reported to him as aliens. Most of the girls named came from Ireland and the maritime provinces.

SPRINGFIELD UNION 8/19/31

Boston's Tax Rate Jumps 70 Cents

Levy Will Be $31.50, Mayor Announces; Valuation Is $1,958,000,000.

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Assessors placed the 1931 assessed valuation total of the city at $1,958,000,000, which represents a decrease of $14,148,200 from last year.

GLOUCESTER TIMES 8/19/31

Have you noticed the new signs on the highway urging New Englanders to sail from Boston, and pointing out that a day each way can be saved from that port? Mayor Curley has a sincere interest in the welfare of the city of Boston; there can be little question about that. His efforts to have Boston win recognition of its true size through annexation, and his interest in furthering the expansion of the part have been well directed and un[illegible]

LAWRENCE TRIBUNE 8/12/31

BINGHAM AND CURLEY ROUSE WAR HEROES

U. S. Senator From Connecticut and Boston's Mayor Advocate Strong National Defense at Legion of Valor Banquet

BOSTON, Aug. 11 (AP)—Strong national defense was advocated tonight by U. S. Senator Hiram Bingham of Connecticut and Mayor James M. Curley in addresses at the annual banquet of the Army and Navy Legion of Valor.

Advocating retention of the Philippines, Senator Bingham said some public men were in favor of giving up the islands because their "products compete with some of ours, and because they are hard to defend in time of war," being so far away.

"These reasons," he said, "are not worthy of America. They should not be the deciding reasons in the solution of the Philippine question . . . . Up to the discussion of the tariff bill, one heard little about Philippine independence. . . .

"There was little talk about independence until representatives of the sugar beet industry in congress and of certain districts on the western coast began to demand an exclusion of Philippine sugar and Filipinos.

"To keep a few thouand Filipinos out of the west coast, to gain a larger market for cottonseed oil and linseed oil and to gain a small additional market for beet sugar, we are asked to surrender the magnificent military fortress of Corregio, our spearhead in the East, to surrender our great naval base at Cavite, to lose prestige in Asia by giving up something which we admit it's hard to defend and actually to bring economic ruin and disaster upon 11,000,000 people This would be an act of defeatism and selfishness unparalleled in American history. . . .

"Let us have courage to face the future boldly. Let us have determination to maintain what our soldiers have wo nand to keep our flag where it is today. . . . Let us not call too loud on freedom to cloak our weariness. Let us take pride in bringing health and happiness to those distant islands and stand ready to do our duty in helping to solve the mighty problem of the Pacific and Asia."

Mayor Curley said there was little indication that the world was ready to accept the program of peace as lai ddown by President Wilson, "when I look upon the sun-dried buildings of Camp Devens, unfit for animals to live in, and think of them as the place in which our men are taught to protect their nation, I feel, the time may come when we will have to pass the hat in the sacred name of economy in order to get blank cartridges with which to fire a salute over the graves of those in New England who have died for their country," he said.

"As long as Europe remains an armed camp," th emayor said, "so long will it be necessary for us to maintain some semblance of a protecting force in America."

NEW BEDFORD STANDARD 8/10/31

COMMITTEE TO BE APPOINTED

Mattapoisett Selectmen to Plan Boardman, Polando Reception

Will Consider Joining New Bedford in Welcome to Flyers

Plans for receptions to Russell Boardman and John Polando, New York to Turkey flyers, both in this city and in Mattapoisett, got underway today with announcement by Mattapoisett selectmen that at a meeting Tuesday night a reception committee will be appointed to make arrangements for the flyers' arrival in that town.

Arrangements to be made for the New Bedford demonstration for the flyers awaited the return of Mayor Ashley who was out of the city today. The committee appointed by the mayor is expected to meet shortly to make preliminary plans for receiving the famous aviators.

A suggestion that Mattapoisett take part in New Bedford's celebration in addition to holding a welcoming party of its own, will be discussed at Tuesday night's meeting of the Board of Selectmen. Mrs. Ruth Boardman, the pilot's wife, is still at the Boardman summer home at Peases Point, Mattapoisett.

Word from Boardman and Polando setting the exact date of their arrival in New Bedford has not yet been received. The flyers arrived in Marseilles from Turkey Sunday and are to dismantle their plane Cape Cod and sail Wednesday for New York. They have signified their intention of flying to Boston when they land in New York, and plans for a demonstration there Aug. 24 are now being made by Governor Ely and Mayor Curley. The flyers are expected here after leaving Boston.

LYNN ITEM 8/12/31

MAYOR CURLEY A BELIEVER IN PREPAREDNESS

Tells Army and Navy Legion of Valor America Needs a Protecting Force.

In declaring that "The sun-dried buildings of Camp Devens which house our men in times of peace are unfit for animals, "and that "As long as Europe remains an armed camp, just so long will it be necessary for us to maintain some semblance of a protecting force in America," Mayor James M. Curley of Boston struck a keynote at the meeting of the Army and Navy Legion of Valor at the Hotel Statler, Boston Tuesday night, which gathering went on record as favoring a strong national defence.

That action came after Mayor Curley had flayed those responsible for such conditions as those found at Camp Devens and other army posts, and after Senator Hiram Bingham of Connecticut had spoken about an amendment proposed to the Constitution which would abolish the United States army and navy and prevent the manufacture of implements of war in this country. "That amendment" he said, "was proposed by a man living more than a thousand miles from a seacoast and whose person and home could not be reached by gunfire from an enemy fleet."

Senator Bingham praised the Legion of Valor members and flayed "those men in public life who would give up the Philippines for two reasons, one because some of the products of the island compete with them in their business, and the second reason, because the islands are too remote for proper protection in time of war The giving up of the islands would bring on an economic disaster and utter ruin to the 11,000,000 persons in the islands who, for 30 years, have gradually been raising themselves above the level of their neighbors in Asia."

Among the noted guests were Brig. General John H. Agnew and Congressman William P. Connery of Lynn.

NEW BEDFORD MERCURY 8/12/31

BINGHAM AND CURLEY URGE STRONG NATIONAL DEFENSE

Speak at Annual Banquet of the Army and Navy Legion of Valor---Senator Scores Those Who Would Have U. S. Give Up the Philippine Islands

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Advocating retention of the Philippines, Senator Bingham said some public men were in favor of giving up the island because their "products compete with some of ours, and because they are hard to defend in time of war" being so far away.

"These reasons," he said, "are not worthy of America. They should not be the deciding reasons in the solution of the Philippine question. * * * up to the discussion of the tariff bill, one heard little about Philippine independence. * * *

"There was little talk about independence until representatives of the sugar beet industry in Congress and of certain districts on the western coast began to demand an exclusion of Philippine sugar and Filipinos.

"To keep a few thousand Filipinos out of the West coast, to gain a larger market for cottonseed oil and linseed oil and to gain a small additional market for beet sugar, we are asked to surrender the magnificent military fortress of Corregio, our spearhead in the East, to surrender our great naval base at Cavite, to lose prestige in Asia by giving up something which we admit its hard to defend and actually to bring economic ruin and disaster upon 11,000,000 people. This would be an act of defeatism and selfishness unparalleled in American history. * *

"Let us have courage to face the future boldly. Let us have determination to maintain what our soldiers have won and to keep our flag where it is today. * * * Let us not call too loud on freedom to cloak our weariness. Let us take pride in bringing health and happiness to those distant islands and stand ready to do our duty in helping to solve the mighty problem of the Pacific and Asia."

Mayor Curley said there was little indication that the world was ready to accept the program of peace as laid down by President Wilson. "When I look upon the sun-dried buildings of Camp Devens, unfit for animals to live in, and think of them as the place in which our men are taught to protect their nation, I feel, the time may come when we will have to pass the hat in the sacred name of economy in order to get blank cartridges with which to fire a salute over the graves of those in New England who have died for their country," he said.

"As long as Europe remains an armed camp," the mayor said, "so long will it be necessary for us to maintain some semblance of a protecting force in America."

The mayor paid tribute to the heroism of Mrs. Jane Jeffry Ricker of Poland Spring, Me., one of the four women who have received the distinguished service cross, and presented her a floral tribute in behalf of the city.

LAWRENCE EAGLE 8/12/31

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BROCKTON ENTERPRISE 8/11/31

Maine Gossip

DISASTER

I dreamed a Titan wind arose
And all the sky was torn and riven.
So that her creatures broke their chains
And crashed upon the earth from heaven.

Moon and planets hurtling down
Plowed deep into the desert sand.
And plunging through the fragile earth
The metal stars did slay the land.

The huge sun broke. One fragment fell
Within earth's seas and, where it lay,
The loaded waters rose in haste
And drank the continents away.

I dreamed that when the sky was down,
The wind did first abate its wrath.
But earth was slain. All silent now,
She wandered in a lightless path.

Alone she moved, unseen and dark,
Devoid of sound and life and men,
Within her breast a broken sun
That could not lift its light again.

—Jane Arms, in N. Y. Times.

An East Union inn registered two patrons from Shanghai, China, one day last week.

Waldoboro has the honor of being the only town of that name in the United States.

A L. Thompson of Thomaston has a model T Ford manufactured in 1915, which was recently driven 165 miles on six gallons of gas.

Rupert Jones, one of the outstanding teachers and readers of today, originally came from South China, Maine.

An announcement today from Sanford Mills, pioneer New England textile manufacturers of Sanford, Me., that it has originated methods of creating "man made fur" in commercial volume, is expected to result in a marked stimulation of the mohair industry.

Colonel Walter G. Morrill of Pittsfield has received an invitation from Mayor James M. Curley of Boston, extending him an invitation to attend the 41st annual reunion of the members of the Legion of Valor, to be held in Boston Aug. 9 to 12. The Colonel is the only Civil War veteran now living in the State of Maine that was voted a Medal of Honor by Congress.

AUGUSTA JOURNAL 8/11/31

6

Mother Radios Pride in Son

A mother's pride in her heroic son was broadcast across the broad Atlantic and to America when Mrs. Mary L. Polando of Lynn, mother of John Polando, who accompanied Russell Boardman on their record-breaking, long-distance, non-stop flight from New York to Istanbul, Turkey, visited the N. B. C. station in Boston. Mayor James M. Curley of Boston is shown with Mrs. Polando as she dispatched her greetings to John in faraway Turkey.

SPRINGFIELD REPUBLICAN 8/11/31

6.

HOOVER SENDS NOTE TO LEGION OF VALOR

Army and Navy Organization Holding Convention at Faneuil Hall, Boston

Boston, Aug. 10—(AP)—Greetings from President Hoover were read at today's session of the 41st annual convention of the Army and Navy Legion of Valor, held in historic Faneuil hall.

Nineteen members of the organization, which is composed of veterans of three major wars and several secondary conflicts who have been awarded the distinguished service cross for acts of valor beyond the line of duty, were in attendance.

The President's message, read by Maj Edwin H. Cooper, chief of staff of the Legion, follows:—

"On the occasion of memorial service of the Army and Navy Legion of Valor of the United States of America, I wish to extend on behalf of the nation cordial congratulations and good wishes and to express sympathetic interest in the objectives of the organization. To cherish the memories of the valiant, to stimulate patriotism in the minds of youths and to inculcate respect for the flag are aims which strike a responsive chord in the heart of all good citizens, I trust that your ceremonies on the 9th may contribute to the greater realization of your sound ideals."

Mayor James M. Curley and Lieut-Gen Edward L. Logan, chairman of the mayor's honorary committee of the convention, addressed the gathering. Mayor Richard M. Russell of Cambridge presented a gavel made of wood of the Washington elm. The convention opened yesterday with memorial services on Boston common and will continue through Wednesday.

WORCESTER GAZETTE 8/10/31

A. O. H. ARRANGES CONVENTION PLANS

Announce Invitation List for Gathering Here on August 24-25

Figures prominent in state and national circles were invited yesterday by the Ancient Order of Hibernians to attend the annual convention banquet in the Bancroft hotel on Aug. 24. Committees were appointed also at the meeting, which was held in A. O. H. hall.

The list of invited guests is: Gov. Joseph B. Ely, Senators David I. Walsh and Marcus A. Coolidge, Congressmen men Pehr G. Holmes, Mayor Curley of Boston, Mayor O'Hara, State Treasurer Charles F. Hurley, State Auditor Francis X. Hurley, Civil Service Commissioner Paul E. Tierney, Rep. Edward J. Kelly, Rev. Edward J. Fitzgerald, P. R., county chaplain of the A. O. H.; Rev. Philip O'Donnell, Boston, state chaplain; Matthew Cummings, past national president; John J. O'Connor, Holyoke, national vice president; Mrs. Mary Martin Silk, Worcester, national president of the Ladies' auxiliary; Atty. John C. Mahoney, Miss Mary A. Kinsella, Salem, state president of the auxiliary, and Patrick F. Cannon of Clinton, past national vice president.

Mr. Cannon will be toastmaster at the banquet. The entertainment will be in charge of Mrs. J. Frederick Donnelly.

Final plans for the convention, which will be held at A. O. H. hall, Aug. 24 and 25, were also compleited at the committee meeting.

Church Service Arranged

The convention will open Monday, Aug. 24, with a solemn high mass at 9 o'clock at St. John's church. Following this the delegates will assemble at A. O. H. hall,. National, state and county officers will extend official greetings. Patrick J. Leary of Worcester, state treasurer, with County President James H. Ivory of North Brookfield as chairman of the informal session.

The convention proper will be called to order by State President John J. O'Connor of Holyoke. The Ladies' auxiliary convention will be held at the Bancroft hotel. Miss Mary A. Kinsella of Salem, president, will preside.

The officers of the convention will be Rev. Fr. Fitzgerald, pastor of St. John's church and county chaplain, Mayor O'Hara, Michael J. O'Sullivan, general secretary, and Peter H. Ball of Clinton, treasurer.

Committee Lists

The committees named for the convention, approved yesterday, were as follows: Banquet, Patrick F. Cannon, Clinton, chairman; Michael J. O'Sullivan, Worcester, president of the United Divisions; Mrs. Margaret T. Carrigan, Worcester, president of Division 1, Ladies' auxiliary; Miss Mary O'Harroran, Southbridge, county treasurer; Mrs. Mary Haggerty, Webster, county historian and Patrick J. Leary, Worcester, state treasurer.

Printing, P. J. Leary, chairman; William H. Noonan, Brookfield; Mrs. Annie E. Hogan, Worcester, president of Division 11, Ladies' auxiliary; Miss Catherine Whalon, Gardner; Mrs. Hannah Doherty, Fitchburg; Florence J. Donoghue, Worcester, county vice president and George E. Smith, Fitchburg, county financial secretary; publicity, M. J. O'Sullivan, chairman; Peter H. Ball, Clinton; Mrs. Annie Hogan, Mrs. Margaret T. Carrigan, George E. Smith, Joseph P. Drugan, Milford and Florence J. Donoghue; decorations, P. J. Leary, Patrick F. Cannon, Mrs. David Burke, Mrs. Haggerty and Florence J. Donoghue.

Speakers, Patrick F. Canon, Clinton; Joseph P. Drugan, Milford; Frank E. Cassidy, Webster; Mrs. Catherine E. May, Leominster, county president of the Ladies Auxiliary; Miss Belle V. McLaughlin, Milford, county vice president of the Ladies Auxiliary; Thomas F. O'Reilly, Millville, country secretary and Patrick F. Leary, Worcester.

Hotels, Michael J. O'Sullivan, chairman; Mrs. Catherine May, Miss Nellie E. Hayes, county secretary of the Ladies Auxiliary; William H. Noonan, George E. Smith and P. J. Leary; souvenirs, Florence J. Donoghue, chairman of Worcester, county president; Patrick F. Cannon, Joseph P. Drugan, Miss Nellie E. Hayes and Mrs. David J. Burke.

WORCESTER TELEGRAM 8/13/31

HOOVER INVITED TO VISIT BOSTON

Asked to Attend Waterways Meeting

Special to the Telegram

WASHINGTON, Aug. 12.——President Hoover received an invitaion today to visit Boston during the first week in October. The invitation was extended not by Boston's Mayor Curley, as might have been expected, nor by any other citizen of the Bay state.

J. Hampton Moore, a former mayor of Philadelphia, and now mentioned as again a prospective mayoralty candidate in the Quaker City, presented the Boston invitation. Moore is president of the Atlantic Deeper Waterways' association, which this year forsakes South and mid-Atlantic coast cities to hold its annual convention in Boston in October. Mr. Hoover was invited to address this convention.

This invitatipn is an annual affair, too, but is seldom if ever accepted. There was no indication today that the White House would do anything except to respectfully place it on file.

The Philadelphian's principal mission in Washington at the moment is to lobby in behalf of his own city as the site of next year's Republican convention. Philadelphia is putting up a strong bid for this honor. The consensus of opinion here at present however, is that if the convention is held east of Cleveland, it will go to Atlantic City. Boston's prospects for the national convention are rated at something less than a bare outside chance.

RICHARDS.

WORCESTER TELEGRAM 8/12/31

BINGHAM URGES STOUT DEFENSE

Senator Tells Legion of Valor Philippines Must Be Kept

CURLEY ADDS VOICE

Hub Mayor Says World Not Yet Ready For Peace

BOSTON, Aug. 11 (AP) — Strong national defense was advocated tonight by U. S. Sen. Hiram Brigham of Connecticut and Mayor James M. Curley in addresses at the annual banquet of the Army and Navy Legion of Valor.

Advocating retention of the Philippines, Senator Brigham said some public men were in favor of giving up the islands because their "products compete with some of ours, and because they are hard to defend in time of war," being so far away.

"These reasons," he said, "are not worthy of America. They should not be the deciding reasons in the solution of the Philippine question. * * * Up to the discussion of the tariff bill, one heard little about Philippine independence. * * *

"There was little talk about independence until representatives of the sugar beet industry in Congress and of certain districts on the western coast began to demand an exclusion of Philippine sugar and Filipinos.

Mayor Curley said there was little indication that the world was ready to accept the program of peace as laid down by President Wilson.

"When I look upon the sun-dried buildings of Camp Devens, unfit for animals to live in, and think of them as the place in which our men are taught to protect their nation, I feel the time may come when we will have to pass the hat in the sacred name of economy in order to get blank cartridges with which to fire a salute over the graves of those in New England who have died for their country." he said.

N.Y. TIMES SUN. AUG. 9. 1931

COOLIDGE WON'T RUN, BAY STATE OPINES

People Believe He Prefers Peace of Northampton to Rough and Tumble of Campaign.

MUCH POLITICAL MYSTERY

New England Wiseacres Puzzled Over Connecticut, Rhode Island and New Hampshire.

By F. LAURISTON BULLARD.

Editorial Correspondence, THE NEW YORK TIMES

BOSTON, Aug. 6.—Political mysteries multiply in this midsummer solstice of comparative inactivity. A few trial balloons sent discreetly aloft reveal no steady trend in the air currents. The general situation is rather more perplexing than usual, and the men whose say-so's count for most are scrupulously maintaining a policy of bland courtesy and golden silence.

The things everybody wants to know are plain enough. Why under the sun did the former physician of the former President from Massachusetts make that statement the other day about the possibility of inducing the sage of Northampton to run again? Will the Republican leaders support Lieutenant Governor Youngman if he achieves his unrelenting intention to be the party's candidate for Governor next year? What will Democracy do in case the Democratic Mayor of Boston decides to go after the Governorship against the Democratic incumbent, who now is in the midst of his first two-year term? Does Governor Ely intend to run again? What are the intentions, if any, of former Governor Alvan T. Fuller; does he contemplate seriously a jump into the political whirlpool this Fall or next Spring? And, finally, do any or all of these men really know their own minds or are they merely opportunists, unable to map the future and steering a somewhat cautious course amid the uncertainties of the present?

As an opportunity for the speculative students of affairs conditions here never have been more attractive.

Connecticut Is Unsettled.

In some of the other New England States conditions are almost as interesting. Nobody worries about Vermont or Maine. But Connecticut is something else and both parties there are uncertain what may be the correct strategy. One of the most important Republicans in that State said privately not long ago that President Hoover could not carry Connecticut were the State voting for President at that date. The State which gave Mr. Coolidge a vote of more than two to one went for Mr. Hoover by less than six to five. Since then it has elected a Democratic Governor, although the margin was only 7,000 in a total of 413,000 votes. Governor Cross dictated the terms of his nomination in important respects. He is saying nothing about his personal intentions. But the State would like to know his preference among the Democratic candidates for the Presidency. He is supposed to prefer Governor Roosevelt. The former chairman of the Democratic State Committee, James J. Walsh, displaced through the influence of Governor Cross, is out for Smith.

Anything like a real row would be unfortunate. Both parties rather feel that Connecticut is good fighting ground for next year. Governor Cross has earned many friendships through his attitude toward the machine, not only among the opposition but in his own party, although he gained no clear-cut victory over Roreback and the old guard.

In Rhode Island the Democrats are saying little. But they are nourishing strong hopes for next year. Did not Smith actually carry the State in 1928? And were not the Republican margins for Senator and Governor reduced to 3,000 and 4,000 last year? Is not discontent rife in all the industrial communities of New England?

New Hampshire's Possibilities.

The situation is intriguing in New Hampshire for different reasons. There the question in everybody's mind is not what may be the chances of the Democracy next year but what are the purposes of the present Republican Governor. Governor John G. Winant has broken all State traditions by obtaining a second term, although not consecutive. He is young and energetic, of attractive personality, and presumably ambitious. He is well liked for many things he has done during his present incumbency. A Senator is to be elected next year. Will the Governor try for the nomination against the redoubtable George H. Moses, who has just affirmed his intention to run for a fourth term? Both men have strong organizations and both are formidable campaigners.

Now for the queries set forth at the outset as to Massachusetts. The mystery of the coupal announcement may never be solved. Some of the "informed" simply hold that the doctor spoke for himself and merely wished to remind the populace that Mr. Coolidge is still at large. Most people feel that the former President is living in dignity and happiness at Northampton and that it is unthinkable that he again will mix in the mêlées of politics. To the question Would he consider? the answer is "No."

Bay State Governorship.

Lieutenant Governor Youngman knows well that he is persona non grata among the Republican State leaders in office and out. His pride and confidence are based entirely on his demonstrated prowess as a vote-getter. With the direct primary operating as usual, in spite of persistent attempts to obtain preliminary convention attachments thereto, the nomination of the present Lieutenant Governor appears inevitable. Will the party leaders support him? In the face of any real peril of the retention of the State—they will.

Will Governor Ely run for a second term? The strong probability is that he will. He knows that it would be unwise for him to make any very definite announcement now. His prestige has increased greatly during his seven months on the hill. Many doubt his statesmanship but frankly concede his cleverness. He has compromised with the Republican Legislature when compromise seemed wise and only once has he been affronted by the council in the confirmation of an appointment.

If the Governor should retire there can be no question that Mayor Curley would at once set out to succeed him. Many indications are in sight that he already has started a campaign for the nomination, regardless of the intentions of Mr. Ely. There lies the peril for the Democracy in this State—a clash between these two men, which might readily develop into a clash between the two ends of the State and might become so bitter as to be beyond patching up even in the presence of the common enemy.

The one Republican candidate for Governor, of greatest potential strength, would be Mr. Fuller. It is altogether improbable that he knows himself what he may do. His independence in both action and speech makes him formidable. A race between Fuller and Curley would be a great spectacle.

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WORCESTER TELEGRAM, AUG. 9, 1931

spectacular coup. There are few bargains in government. There are no safe short cuts towards prosperity. The man who saves a portion of his income lands at the end better, as a rule, than the man who hopes for a lucky shuffle to make him rich. It is so with government.

What has occurred may be the wise thing. It may be that under the peculiar economic and industrial conditions afflicting us now, it is wise for Massachusetts to forego the chance to follow consistently the state policy of economical expenditure, and to substitute for it a species of philanthropy, by awarding contracts at a higher price because the immediate recipients of these contracts have their headquarters and do their chief business, or a part of their business, in this state. The thought is that by so doing the money expended by the state is paid directly into the pockets of labor and capital stationed here. The idea is that this policy insures the employment of Massachusetts workers; that the money represented in the award is kept primarily in Massachusetts.

This may be the proper policy. But what the people of the state should recognize is that in adopting this policy the council has taken a departure from economy and has frankly said that it is willing to pay more than it is asked to pay, in order that what it does pay shall go to local concerns.

What the people ought to recognize is that if this policy is to be generally followed, if it is perhaps to be extended in other operations, competition henceforth, for this year at least, is to be between Massachusetts bidders, and that outsiders are not under consideration.

It may be that the council has no intention of carrying the policy to such an extent. It may be that its Wednesday decision was in fact an isolated and exceptional act, warranted, in its judgment, by the special existing conditions.

None the less, the policy of getting the state's work done at the lowest possible cost consistent with good work and good materials, is at least for the moment put aside in favor of a quite different policy. It is that fact which makes the event of last Wednesday of large importance to Massachusetts tax payers.

No other event of great interest has occurred hereabouts through the week. There is the usual hot-weather talk of candidates and parties, but it lacks authority. Chairman Amos Taylor is simmering with plans for strengthening the Republican party, and the Democrats are looking forward with an expression like that of the cat that has just noticed the canary's cage is open.

A Democratic "Duke"

The personal item of most interest in the week is the selection of R. Minturn Sedgwick, old Harvard star athlete, as the treasurer of the Democratic state committee. R. Minturn Sedgwick; what a name for a Democratic treasurer! Not only that, but his nickname is "Duke." And he went to school at Groton, where they think that a Democrat is some kind of an eruption. No wonder everyone wants to know about the Duke.

Well, he knows his way around the political woods. He has no plans for opening an office for the cashing of green goods and the accumulation of political gold bricks. He has not only cut his political eye teeth, but his incisors, bicuspids, molars and wisdoms. In 1928 he worked in his shirtsleeves, metaphorically speaking and probably as a matter of fact, for Alfred Emmanuel Smith's campaign.

Our guess is that Duke Sedgwick will be an effective factor in his party's affairs for the next few years. The Democratic state committee chairman, Frank J. Donahue, is a busy man trying to carry Fall River on his shoulders, a task beside which that of Atlas was nothing more than a setting-up exercise. The trick is not only to carry Fall River out of the poorhouse but also into the Democratic column in 1932, it being at the moment headed in exactly the opposite direction.

Not that Chairman Donahue is spending his time on politics. He is devoting himself sincerely and ably to the considerable task he has on hand to rehabilitate Fall River. He takes his job with entire seriousness.

It is for that very reason that we see Mr. Sedgwick assuming large proportions as a strategist, diplomat and organizer for his party in the year immediately ahead. He and the chairman of the state committee will consult not only often but purposefully. While Mr. Donahue may retain his post as chairman of the committee, the exigencies of his other position necessarily will prevent his giving to the work of the party organization the attention and time the case demands and which under other circumstances he would effectively give. No one has forgotten that last year the Democrats reaped a large and luscious harvest at the polls; and no one who watched the process will forget that the ingenuity and astuteness of Chairman Donahue had a good deal to do with it.

Looking to 1932

This next year is a big one for the Democrats. The country is to elect a President. It is particularly desired by the Democratic leaders that the party shall be in A-1-A shape from now on. It will need clever and energetic leadership in its organization. We seem to see Treasurer Sedgwick active and effective in this work, cooperating with Chairman Donahue—and becoming, in fact, a deputy chairman.

Few doubt now that the governor is to seek a renomination. The psychology of the case is what it always is. A man may enter a high public office sincerely of the mind that he will serve but one term. Time passes, he gets into various snarls and controversies and tests of strength, wins some victories, suffers some defeats, catches the infection of political life—and as the term melts away he comes to this great question in his own mind: How do the people like what I have done?

There is only one way to get the answer to that question—run again. So they always do—almost always. There are a few exceptions, but only enough to prove the rule. It's plain human nature. The man who mows his lawn wants his wife to come out on the piazza and tell him he has the

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WORCESTER TELEGRAM, AUG. 9. 1931

Dubious Contract Policy

Serious Questions Raised by Action of Governor's Council in Favoring Local Firms Over Lower Bidders From Other States—G. A. R. Vote Wanes

By BEACON HILL

BOSTON, Aug. 8.—This is a year of strange doings on the Hill. One of the strangest occurred at the meeting of the executive council on Wednesday of this week. The facts relative to this have been duly reported in the news columns. The significance of them is considerable. It will be interesting to determine just whence comes the initiative in this radical departure from custom, and the abandonment of the policy, or principle, that in public work contracts the lowest bidder wins the job.

The council had before it two highway construction contracts. The lowest bidder in each case was from a concern outside of Massachusetts. In each case the award goes to a higher bidder, a Massachusetts concern.

The council dives into deep waters. In general it has been a sane policy that, other things being equal, Massachusetts concerns shall have preference. This is not the course that the council has now followed. It has gone much further than that. It gives these two contracts to Massachusetts concerns, other things not being equal. The difference between the lowest bids in these two cases, and the accepted bids, is about $16,000.

That the council, or some of its members, were a little apprehensive as to the public reaction, is indicated in the statement of some members that this Wednesday action is not to be taken as a precedent. It cannot avoid being a precedent. Precedents are matters of fact, not of assertion. It is of little consequence that any member, or all members, of the council, say this departure from recognized practice shall not be considered a precedent. It is of considerable consequence that their action constitutes a precedent in fact. It is not less a fact by virtue of any denial, evasion, explanation or other utterance that may accompany or follow the act.

The moment that the council put aside the lowest bidder in a single case and gave the contract to a higher bidder on the ground that Massachusetts concerns should be favored, it set a precedent. Any subsequent or coincidental warning or statement to Massachusetts contractors in general that they are not warranted in any assumption that their bids would in the future be given preference over lower bids from outside concerns, is ineffective.

Every Massachusetts contractor is warranted by the facts in assuming that his bid will have an advantage over any bidder from outside of Massachusetts, for the current year at least.

Every contractor whose business is located outside of Massachusetts is warranted by the facts in assuming that he is wasting his time in submitting bids for public work under state control in Massachusetts, under existing conditions here.

Where does this lead us all? There are in Massachusetts several large and prosperous construction companies whose business covers a wide field. They do not restrict their operations to Massachusetts. Some of them reach into far parts of the country. Their organization in Massachusetts is a source of profit to the state and their local communities in taxes and in wages paid, material purchased, etc. What would their position be were each state to follow the precedent and example offered and exemplified now in Massachusetts, and a wall erected around each state, a China-for-the-Chinese policy established, and all "alien companies" notified to keep out?

Now, a curious circumstance is that though there was a long discussion of this matter behind the closed doors of the council meeting Wednesday, the decision was reported officially as being unanimous. Just what is meant by "unanimous"? Does it mean that the policy adopted met with the unqualified approval of every member of the council? Or does it mean that after an expression of divergent opinions, the unanimous decision was given out as an evidence of harmony—that some members yielded their individual judgment rather than present a divided report to the public?

Seeking State Economy

It is always a debatable question what course in awarding contracts is for the public interest in the long run. When money is saved on such contracts, there is a distinct and definite contribution to state economy. Thus a rigid policy of obtaining work and materials in all branches of the state service, at the lowest cost commensurate with efficiency and reliable materials, operates towards a general reduction of the cost of government, reflected in lower taxes, stimulated prosperity, increased employment, better wages, stabler property and a permanent and desirable population. Massachusetts has followed such a policy, and thus it has come about that while the cost of government has been mounting in many states and in the nation, Massachusetts has by comparison with other states shown an excellent record in this respect.

A record for state economy cannot be built up in a day or a week. It is not achieved by some

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QUINCY PATRIOT-LEDGER 8/7/31

BROUGHT HOME CURLEY AND GRIEVE TROPHIES

Boston and District League Champions Eminently Successful During 1930-31 Season—Kilties Had That Extra Something Which Stamps Topnotchers

Clan MacGregor of Quincy fought its way to the top in amateur soccer circles in this state by its great playing as a member of the Boston and District league during the 1930-1931 season. Manager "Sandy" Rae had one of the strongest teams in years.

By winning more than ninety per cent. of their games, the MacGregors kept out front in their class and finished the season by defeating their closest rival for amateur soccer supremacy, the Beacon Oil A. C., of Everett.

Immense on the Defense

Great defensive work by such stars as Alexander "Sandy" Steele, clan goalie, and Al Craig, aided the Kilties when the fight for the B. and D. league leadership was the hottest. Young Steele came to the Clan after spending a season with the Fore River shipbuilders of the Massachusetts State league, where he had the best average among the netmen. He was the youngest goalie in the semi-pro loop and by getting him to guard their rigging the Kilties made a move that proved to be the making of the team. Hitherto, they lacked an able goalie. "Sandy" recently left for a visit to Scotland and expects to play several games there.

The Clan also boasts a veteran forward line that led the league in scoring goals and then battered its opponents in the James M. Curley and Thomas Grieve cup series, both of which the local clansmen won. Their record for the year includes more than 15 victories in the Boston and District league race and also two ties. They were not defeated in any league games. In the Curley cup playoffs, they met Beacon A. C., whom they defeated by a great last-minute splurge in the final game of the series. The Kilties also figured in the Grieve cup playoff which they won easily from the same team.

SPRINGFIELD REPUBLICAN 8/9/31

Mayor Curley of Boston recently visited Europe, but it is to China that his mind turns as an outlet for America's surplus wheat crop. Mr Curley says that the Farm board is willing to sell its surplus to China, and the mayor proposes very easy terms which China should be willing to accept—if the Farm board is. In short, Mr Curley suggests that the transaction be financed by a loan to be repaid within 50 years without interest. As the political situation in China is far less stable than municipal politics in Boston, even with a charter which forbids any mayor to serve two terms successively, there is some doubt whether the best opinion would approve so extended a time payment for American wheat.

BROCKTON TIMES 8/7/31

GETS GIFT FROM CURLEY

QUINCY, Aug. 6—John T. Hunt, an old-time resident of Atlantic and a constable of this city 40 years, was presented one of Mayor Curley's shilielahs Thursday.

Mr. Hunt is the son of the late Capt. Charles H. Hunt, who commanded Co. H of the 39th Massachusetts Infantry during the Civil war.

NANTUCKET ISLAND INQUIRER AND MIRROR 8/8/31

Island Democrats Receive Gifts.

Honest John Terry is happy. Wednesday's mail brought him by special delivery a rather peculiar shaped package stamped "From the city of Boston". When it was opened it revealed a handsome blackthorne cane, and on it was a silver plate which bore this inscription:

Presented to
Honest John Terry
Tammany Chief of Nantucket
by the
City of Boston
Hon. James M. Curley, Mayor.

When Mayor Curley made his brief visit on the yacht a couple of weeks ago, he came ashore for a half hour's ride about town and stopped for a chat with Honest John at Tammany on Middle Pearl street. He did not mention the cane at the time, but evidently he kept the island Democrat in mind and upon his return home had the cane inscribed and sent along as a reminder of his brief call upon the Nantucket Tammany chief. Since the cane arrived Honest John has been showing it to visitors at the garage on Middle Pearl street with genuine pleasure, and he calls attention not only to the inscription on the silver plate, but to the stamp at the lower end of the stick which says that the cane was "grown and dressed in Ireland."

In the same mail, Selectman Holland, the other island Democrat called upon by Mayor Curley, also received a cane and his bore this inscription:

Presented to my good friend
William Holland
Nantucket Grocer
by
Hon. James M. Curley
Mayor of Boston.

Mr. Holland naturally appreciates the gift highly and says he will cherish the cane for use when the infirmities of age creep upon him and he feels the need of the support of a walking stick.

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WORCESTER TELEGRAM 8/9/31

best looking lawn on the street. The office boy who does a good job likes to hear the boss say so. It isn't idle varity. It is a natural pride in work sincerely done.

Here is Joseph Ely, new to high political office. He wonders just what the people think of what he has done. He has tried to do his best—tried to do what he believes the people of the state want done. No one doubts that. He wants to know what the people think about it. So you may take it for granted that he will utilize the only possible means to find out—be a candidate for re-election.

Oh yes, there was one other event here on the hill—and it was a bit sad. On Wednesday a bronze plaque was affixed to the stonework near the Hooker statue, commemorating the founding of the Grand Army of the Republic in Massachusetts.

The governor was not there; he was represented by his secretary.

The mayor was not there; he was represented by the city election commissioner.

There was not a great crowd.

The G. A. R. vote is not what it used to be.

RUTLAND, VT., HERALD 8/6/31

CURLEY WOULD SEND WHEAT TO CHINA

Asks Bay State Delegation to Appeal to Congress.

BOSTON, Aug. 5 (AP).—Mayor James M. Curley today sent to the Massachusetts congressional delegation an appeal to sponsor a special act to permit the United States to lend its surplus wheat crops to China. The mayor said he had been informed recently by Chairman James C. Stone that the federal farm board favored such a plan, which, however, would require a special act of Congress.

Criticising President Hoover for failing to adopt his suggestion made a year ago along the same lines, Mayor Curley said former Chairman Legge had protested the plan could not be carried out. He quoted Chairman Stone as saying the farm board now was anxious to carry it out.

The mayor's plan would have the government pay the farmers for the wheat surplus and then send it to China in the form of a loan to be paid in 50 years without interest. He claimed the plan would relieve the farmers as well as the famine in the near east.

Chairman Stone, Curley said, agreed that China would be the most potential market in the world within the next 10 years for all kinds of imports, and that every effort should be made to develop a closer relationship between the two countries.

QUINCY PATRIOT-LEDGER 8/7/31

Boston Again Important

It really looks as if the present efforts of Mayor Curley and his friends to build business of the city by reviving its importance as a port may become an achievement. Anyway, the present drift of developments in the matter of transatlantic steamship service seems to point that way. Some of the big lines have been advertising a 3 1/2 day crossing, with the Gulf of St. Lawrence as the western terminus. Of course, Canadians and United Statesians who might go by that service would save nothing in time or comfort, when the effort spent in getting to or from the Gulf of St. Lawrence is reckoned in. It would be easier for them to land at a real port, where there are good rail connections, even though the time spent on the ship were a day or two longer.

For that reason Boston is being seized on by rival steamship interests to play up in opposition to this St. Lawrence 3 1-2 day service. Boston is considerably nearer Europe than New York, for example, and its excellent train service would enable New Yorkers or Montrealers to save time by going abroad or returning via Boston. According to Mayor Curley some of the biggest and best ships are beginning to list Boston sailings for this reason. The fact that Boston has the only dry dock on this side that is large enough to take ships of the Leviathan size is also given as a reason why the companies are being drawn to this port. Already the number and diversity of sailings for all ports out of Boston in the course of a month is great enough to surprise those persons who still think of Boston's port business as gone to seed.

Let the good work go on. Quincy has water front interests, and they are largely bound up with those of Boston. Quincy wants to see Boston grow, for as Boston's port activities increase Quincy's wonderful water front will surely become more largely useful. As with Boston, so with Quincy, the seacoast location is its greatest asset. Nothing should be permitted to prevent it from large usefulness when the right time comes.

PROVIDENCE JOURNAL 8/5/31

SMITH IN CONNECTICUT

There is a rift in the ranks of the Democratic party in Connecticut. As in Massachusetts, the division concerns the possible candidacy of Alfred E. Smith for President in 1932.

It will be remembered that in the Bay State both United States Senators, Messrs. Walsh and Coolidge, are favorable to the ex-Governor of New York, while Mayor Curley of Boston, a highly energetic person, supports the Roosevelt candidacy. This difference of opinion threatens Jeffersonian prospects for next year in Massachusetts, and a similar divergence of judgment in Connecticut would provide an automatic menace to the Democratic hope of carrying the Nutmeg State.

Governor Wilbur L. Cross of Connecticut has made a name for himself by bucking two State machines. The first was the Democratic one, which he successfully antagonized last September, when the party wanted him as its candidate for Governor. He refused to accept the nomination unless he was permitted to name the chairman of the Democratic State Committee, and that privilege was promptly accorded him. He thereupon chose Patrick B. O'Sullivan of Orange to succeed Chairman James J. Walsh. Now Mr. Walsh announces himself favorable to the Smith Presidential candidacy, as his namesake, Senator David I. Walsh, has already done in Massachusetts. A dispatch from New Haven informs us that this declaration is regarded as a move by the Old Guard, including Thomas J. Spellacy, of Hartford, former national committeeman, and ex-Mayor David E. FitzGerald of New Haven, to regain control of the State organization. Governor Cross has not yet announced his preference as to the Presidency, (though here and there a proud Connecticut Democrat has exclaimed: "Why don't you speak for yourself, Wilbur?"). But it is thought that the Governor inclines toward the Roosevelt bandwagon, along with National Committeeman Archibald McNeil, Jr., who succeeded Mr. Spellacy in his present post.

The persistence of the Smith boom for President is interesting, not to say remarkable. The Massachusetts Democrats remember that "Al" carried the Bay State in 1928 by 17,000 votes, and very likely Senators Walsh and Coolidge are privately of the opinion that no other Democrat can turn the trick in 1932. There is reason for that opinion. It is an open question whether the present Governor of New York, for example, would make any special personal appeal to the Massachusetts Democracy, while Governor Smith's 1928 journey through the State, a continuous triumphal progress, still looms large in the imagination of the Codfish Commonwealth.

In Connecticut the case is different, for Smith was beaten there. Even so the Hoover plurality was only 44,000, against a plurality of 136,000 for President Coolidge four years before. The friends of Governor Smith will argue that the Democratic party's best chance for next year in Connecticut is to name him for President again, even if Governor Cross prefers Governor Roosevelt. As for Mr. Cross himself, he managed to edge into the Governorship in 1930 by the scant margin of 7000 votes in a total of 413,000. Whether he could do it again, especially in a Presidential year, is a question.

The Old Guard is ready to throw the New Guard overboard if necessary and sink or swim with "Al." We shall now be interested to hear what Governor Cross has to say, if anything, as to that. Having bucked the State organization (Walsh & Co.) last fall, and succeeded in having his way, he proceeded to buck the Republican Old Guard (Roreback & Co.) all winter at the State House. His success was only partial, but he got an added taste for the bucking business, and at the present moment there is no reason for believing that he will forego it and tamely join in the Smith-for-President crusade.

SPRINGFIELD NEWS 8/6/31

Air Heroes to Get Cups

Mayor James Curley, of Boston, is shown with a silver victory cup which will be presented in duplicate to Russell Boardman and John Polando, who piloted their monoplane Cape Cod on the record-breaking long-distance flight from New York to Istanbul, Turkey. The presentation will be made upon the air heroes' return to Boston.

QUINCY NEWS 8/6/31

Curley Shillelagh Given Quincy Man

A shillelagh presented by Mayor James M. Curley of Boston to John T. Hunt, 9 Appleton St., Atlantic, an old-time friend, was received by mail yesterday.

Hunt, who has been living in Quincy for 75 years, 62 of them in Atlantic, has been an admiring friend of the mayor long before he ran for public office. The gift came as a complete surprise to Hunt, who had received no inkling of the gift previously.

During a month's trip through Europe in June, Mayor Curley stopped at various points throughout Ireland. While in that country, he bought all the shillelaghs he could find, and returned to Boston with nearly 90 of the canes. They are made of famous oaks in the town of Shillelagh, Ireland, and have come into popular fancy. The walking sticks are made in Dublin. The mayor, since his return to this country, has presented the sticks to a host of friends, with Hunt being numbered among the honored ones.

Hunt is the son of the late Capt. Charles N. Hunt, a member of the Quincy police department for nearly 70 years. John Hunt, who is now 75 years old, has been a special officer in the department for many years.

LOWELL SUN 8/5/31

GOVERNOR ELY AND A SECOND TERM

Already in political circles there is speculation as to whether Governor Ely will seek re-election. Lieutenant Governor Youngman and his friends are most anxious to find just what the governor's intentions are, relative to seeking a second term.

Perhaps this desire to find out whether Governor Ely will be a candidate for re-election is intensified by the current rumor that Mayor Curley of Boston will be a candidate for the office of chief executive next year. Among Boston politicians, it is regarded as almost a certainty that Mayor Curley will be a candidate for the higher office. This would hardly be fair to Governor Ely or to the democratic party. The governor won a victory over a republican opponent and brought his party into power. That being so, he should have a second term without opposition in his own party, provided he makes an able and efficient executive whose administration is creditable to himself and his party.

Governor Ely's administration since he entered the office, has been entirely creditable. Indeed it has marked him as an executive of eminent ability, fairness and sound judgment in dealing with the very onerous questions that called for executive action in one of the most trying periods in the history of the commonwealth.

In case Mayor Curley attempts to secure the nomination against the governor next year, he will naturally be expected to show some reason why he should be preferred to the governor. In that case, he would have to pick flaws in the governor's record in office. Such a course would lead to a conflict within the party which would probably leave soreness among the adherents of both candidates that would not be healed on election day.

Thus the party strength would be weakened and the chance of electing the nominee proportionally lessened. That would serve the interests of the republican party in materially aiding Mr. Youngman or whomsoever the republicans nominate. We do not believe Mayor Curley would improve his political fortunes by adopting a course calculated to split the party in the state and destroy the assurance of victory offered by a united party in support of Governor Ely. Mayor Curley is a good mayor and an able man, but his political strength and popularity will be increased by waiting two years longer, before entering the gubernatorial fight. He can well afford to avoid a course that might jeopardize the solidarity of the party which is an essential political asset for any democratic aspirant for the office of governor in this state.

NANTUCKET INQUIRER 8/8/31

Island Democrats Receive Gifts.

Honest John Terry is happy. Wednesday's mail brought him by special delivery a rather peculiar shaped package stamped "From the city of Boston". When it was opened it revealed a handsome blackthorne cane, and on it was a silver plate which bore this inscription:

Presented to
Honest John Terry
Tammany Chief of Nantucket
by the
City of Boston
Hon. James M. Curley, Mayor.

When Mayor Curley made his brief visit on the yacht a couple of weeks ago, he came ashore for a half hour's ride about town and stopped for a chat with Honest John at Tammany on Middle Pearl street. He did not mention the cane at the time, but evidently he kept the island Democrat in mind and upon his return home had the cane inscribed and sent along as a reminder of his brief call upon the Nantucket Tammany chief. Since the cane arrived Honest John has been showing it to visitors at the garage on Middle Pearl street with genuine pleasure, and he calls attention not only to the inscription on the silver plate, but to the stamp at the lower end of the stick which says that the cane was "grown and dressed in Ireland."

In the same mail, Selectman Holland, the other island Democrat called upon by Mayor Curley, also received a cane and his bore this inscription:

Presented to my good friend
William Holland
Nantucket Grocer
by
Hon. James M. Curley
Mayor of Boston.

Mr. Holland naturally appreciates the gift highly and says he will cherish the cane for use when the infirmities of age creep upon him and he feels the need of the support of a walking stick.

CONCORD JOURNAL 8/6/31

Concord In Metropolitan Boston

According to the decision of the Bureau of Census which has placed 80 towns and cities within the Metropolitan Area of Greater Boston, Concord is included. This does not mean that the old town will be affected in any way by the political scheme of a contemplated Greater Metropolis such as Mayor Curley and others are seeking. It only means that as population Concord comes within the circle of metropolitan area, in giving figures for business purposes. It will probably be another half century before Concord can be brought politically into a Greater Boston.

8/12/31 QUINCY PATRIOT-LEDGER

CURLEY FROWNS ON INCINERATOR PLAN

Mayor James M. Curley of Boston yesterday frowned on the plan for proposed municipal incinerators and indicated that Boston will continue to dispose of its garbage through the Spectacle island municipal plant, from which Quincy frequently gets strong odors when the wind is blowing right. The plant is now being operated by the Coleman Disposal company at a contract price of $345,000 a year.

As the 10-year Coleman contract will expire next July 1, plans will be made to advertise the contract to all bidders in an effort to obtain a lower price for the next 10 years. Contractors from other cities have already come here to study the extent of the work in preparing bids. The Boston City Council has the power of approval in the contract.

NEW BEDFORD STANDARD 8/12/31

BINGHAM, CURLEY URGE U. S. DEFENSE

Boston, Aug. 12 (AP) — Strong national defense was advocated last night by U. S. Senator Hiram Bingham of Connecticut and Mayor James M. Curley in addresses at the annual banquet of the Army and Navy Legion of Valor.

Advocating retention of the Philippines, Senator Bingham said some public men were in favor of giving up the island because their "products compete with some of ours, and because they are hard to defend in time of war" being so far away.

WALTHAM NEWS-TRIBUNE AUG 3 1931

MONDAY, AUG. 3, 1931

Looking forward.

In a dull season when too much thinking is apt to be burdensome, the politcial sharps of the state are devoting considerable time to mild speculation as to the probable candidates for state office in 1932, a harmless occupation out of which some real ideas may come. One political writer who, a few weeks ago, was pointing out how utterly absurd it was to suppose that Governor Ely would seek a second term, has seen a new light and now believes that he will be very much there when the candidates are lined up for nomination.

We are inclined to agree with him in his latest view. It is probably true that there are times when the governor is thoroughly disgusted with his job—or rather with some of the things that go with it—but he is handling the situation with considerable diplomacy and without much noise. He has, what some eminent persons have lacked, a sense of humor that helps to carry him over many situations which would be embarrassing to one who could not see the ludicrous side of politics—and politicians. Up to the present his administration has been reasonably successful, as successful as can be expected when legislature and council are controlled by those of a different political faith.

The rejection of Dr. James J. Lawlor, his appointee to the board or registration in medicine, while ostensibly a set-back, may not be all that it appears. In the opposition to his confirmation which was manifested at the hearing, neither the character nor the competence of Dr. Lawlor was assailed. The osteopaths believe they are entitled to a place on the board, and in the expectation that the governor eventually would yield to their desires, opposed the confirmation of one who was not an osteopath. This the governor can do without "losing face." At the same time he has discharged his obligations to Dr. Lawlor and his friends. The incident may turn out to be to the governor's advantage rather than to his disadvantage.

Notwithstanding all that has been said by Republican forecasters and by the friends of Mayor James M. Curley, we are by no means convinced that the mayor will oppose Governor Ely for renomination. Nobody has ever accused the mayor of being lacking in political acumen. A defeat for the nomination would seriously impair his prestige, while he would, by giving his hearty support to the Ely candidacy, assure himself of the friendship of many Democrats in western Massachusetts as well as of some Republicans. He could, in fact, place himself in a position where he would be handed the nomination in 1934.

The other side of the story is that Massachusetts Democrats are confident of a victory next year. They consider that the gubernatorial nomination is equivalent to an election, while the situation may be wholly changed by 1934. It is among the possibilities that Mayor Curley may deem it wiser to risk everything by plunging into the primary contest next year. He does not lack the courage to take this course if his political sense tells him that it is worth while.

The Republicans, in the unusual position of being on the "outs", are more or less marking time. Lieutenant Governor Youngman is in a stronger position than he has been since his gubernatorial ambitions were first manifested. It is probable that he will have opposition. He certainly will if the great minds of the party believe there is any chance for Republican success next fall. Every move that his opponents within the party have made so far has strengthened his position. Governor Youngman is dry and presumably will have dry support. It is in his favor that most of the leading wets in the Republican party of Massachusetts are intelligent enough to realize that it makes little or no difference whether the governor of the state is wet or dry. Their object is to concentrate on the Congress where the votes count. There is no repeal act to come before the people in 1932 to give force to a wet candidate's appeal to the voters.

The Boston Herald's political writer believes that an entirely new state ticket, with the exception of the secretary of state, will be put in the field. He may be correct, but it is more probable that Attorney General Warner will seek renomination to the office he now holds that he will run for lieutenant governor. The candidates for state auditor and state treasurer will undoubtedly be new men, although it is expected that the ubiquitous Mr. Cook will bob up again about the time nomination papers are filed for the primaries. His chances, however, are slim. Having once been ousted from the position he held for many years against the liveliest opposition of the machine, it is unlikely that he will be able to come back.

The Republicans are in a position to which they are not accustomed. There is much enthusiasm, but it is largely of the manufactured variety. The "leaders" are confident, but the voters have declined to become imbued with the spirit that carries everything before it. There is uneasiness about the business situation, notwithstanding many evidences of improvement in the situation and the fact that Massachusetts is far better off than most states. Prohibition does not worry the Democrats but it is an ever-present source of anxiety to the Republicans. It will be more worrisome before the nominations are made—and after.

SPRINGFIELD REPUBLICAN 8/6/31

CURLEY ASKS SURPLUS WHEAT LOANED CHINA

Boston, Aug. 5 — (AP) — Mayor James M. Curley today sent to the Massachusetts Congregational delegation an appeal to sponsor a special act to permit the United States to lend its surplus wheat crops to China. The mayor said he had been informed recently by Chairman James C. Stone that the Federal Farm board favored such a plan, which, however, would require a special act of Congress.

WOBURN TIMES 8/3/31

Mother Radios Pride in Son

A mother's pride in her heroic son was broadcast across the broad Atlantic and to America when Mrs. Mary L. Polando, of Lynn, Mass., mother of John Polando, who accompanied Russell Boardman on their record-breaking, long-distance, non-stop flight from New York to Istanbul, Turkey, visited the N. B. C. station in Boston. Mayor James M. Curry, of Boston, is shown with Mrs. Polando as she dispatched her greetings to John in faraway Turkey.

PATRIOT-LEDGER 8/6/31

How is this for Fourth of July city ice cream? Some of the Quincy wards, including specially those from One to Six, will have to sit up and take notice! The story, however, comes from Boston and has to do with a Fourth of July ice cream fest charged up to the local councilman of that ward. The councilman, it seems, had a first rate distribution to the eager boys and girls of the ward on July 4, according to the good old Charlestown-Dorchester-Quincy custom, and then just let it ride till the bill came in. Then the "item" was sent along to the city for payment, and in due time came up before Mayor Curley. The mayor couldn't see it. He said there hadn't been any official order, and anyway, he put this ice cream bill on ice. Incidentally, the Bostonians say the ice cream was purchased from a Quincy concern. Whistle that one off if you can!

QUINCY PATRIOT-LEDGER 8/4/31

QUINCY MAN GETS CURLEY 'SHILLELAH'

John T. Hunt of 9 Appleton street, Atlantic, is the proud possessor of one of the famous "shillelahs" which Mayor James M. Curley of Boston brought home with him from Ireland.

Mr. Hunt who is one of the best known residents of the Atlantic section of the city, also received a letter with the gift from the Hub mayor. So far as is known Mr. Hunt was the only Quincy resident to receive one of the much prized mementoes.

MILFORD NEWS 8/3/31

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MILFORD NEWS 8/5/31

HUB WILL BE FIRST TO GREET BOARDMAN

Boston, Aug. 5—Boston will be the first city to greet Russell Boardman and John Polando when they return home, after their world record non-stop flight from the United States to Turkey.

In a cablegram from Beyoglu, Turkey, the two airmen yesterday accepted Mayor Curley's invitation to them to make the East Boston airport their first stopping place on the way back. They pointed out, however, that the day of their arrival will be indefinite until they complete their plans.

HARTFORD COURANT 8/2/31

By Mark Sullivan

BY all the signs that politicians rely on, Governor Franklin D. Roosevelt of New York is very close to the Democratic Presidential nomination. The principal sign, in this case, is the mental attitude of ex-Governor Smith. If Smith is for Roosevelt, either wants him to have the nomination or is merely willing to let him have it—in that case, Roosevelt pretty surely gets the prize. But if Smith does not want Roosevelt nominated, if Smith actively prefers some other course—in that case Roosevelt has not, to use a politician's phrase for the ultimate of impossibility, "a Chinaman's chance."

This condition, Smith's power in the situation, has existed since Roosevelt first entered the picture. To politicians, Smith's attitude weighs more than all the other factors combined.

What has happened now is that certain events seem to have revealed Smith's mind. They seem to suggest that Smith is willing to let Roosevelt go ahead and get the nomination. The events that seem to throw light on Smith's state of mind are of the sort that politicians interpret as a sailor interprets the weather. One of these weather signs showed itself in Massachusetts. There, a Democratic politician, Mayor Curley of Boston, made a public statement saying:

"Smith is a delightful man and dearly beloved, but he has had his chance. He (Smith) has made a fine record for himself, but he could not be elected and I think Smith knows that he could not be. He should, I think, announce his support of Franklin D. Roosevelt."

Mayor Curley's Action.

Now, as politicians interpret that, they begin with the fact that Massachusetts, Democratically speaking, is a strong Smith State. It is the strongest Smith State of all, stronger for Smith than even New York. In Massachusetts no Democratic politician hoping to continue to exist as such would take a step likely to be regarded as offensive by Smith. No such politician would make a gesture likely to turn out, in the future, to be harmful to Smith's wishes or purposes. Certainly no politician who had been in Mayor Curley's position, would have made the statement that Mayor Curley made unless he assumed quite confidently: first, that Smith would not himself be a candidate for the Democratic Presidential nomination; and second, that Smith would not have any candidate of his own, any candidate whom he prefers over Governor Roosevelt.

Curley's action, in short, is interpreted by every politician to mean that Curley, before acting, assured himself, either directly or by inferences, that Smith does not want these Massachusetts delegates for himself or for any favorite of his own other than Governor Roosevelt.

Rather more convincing, to politicians experienced in reading such signs, is what happened in Pennsylvania. In that State is a Democratic leader, Joseph F. Guffey. Guffey is a more powerful leader in Pennsylvania than Curley is in Massachusetts, for Pennsylvania has no such division into factions as the Bay State has. While Guffey is not at this time the official leader of the Pennsylvania Democracy, no one doubts his capacity to speak for the organization. Guffey has been a strong, loyal Smith man, was one of Smith's most important backers in 1928 and 1924 as well.

Pennsylvania Wants Him.

Under this state of facts, Guffey now formally declares that in the coming national Democratic convention, at least 66 out of Pennsylvania's 72 delegates will be for Governor Roosevelt. The significance of this assertion, and its effect in furthering Roosevelt's fortunes, is not limited to the fact, very weighty in itself, that 66 Pennsylvania delegates will be, next to New York's 94 the largest bloc in the convention. The significance of it is not qualified by any question about Guffey's ability to deliver the 66—actually he has delivered some such number in every national convention during the past 12 years. (The whole Pennsylvania Democracy, excepting a minority of dry ones in rural counties, usually reflects what Guffey wants).

The real significance of Mr. Guffey's action lies in the assumption as every politician will assume, that Mr. Guffey would never have made such a statement without first satisfying himself that it would not be objectionable to Governor Smith. This assumption is supported both by Guffey's known loyalty to Smith and by Guffey's own sense of personal self-preservation. If Smith should resent this statement by Guffey, if Smith should go after those Pennsylvania delegates for himself, or in behalf of some other candidate—Owen D. Young for example—in any such event, Guffey would be a ruined leader and Smith would get the delegates, for Smith is even more powerful with the rank and file of the Democracy of Pennsylvania than the local Guffey.

8/4/31
FALL RIVER HERALD-NEWS

Gov. Roosevelt of New York Will Surely Get the Prize, Judging by Signs Politicians Rely On.

By MARK SULLIVAN
[SPECIAL TO THE HERALD NEWS.]

NEW YORK, Aug. 1.—By all the signs that politicians rely on, Gov. Franklin D. Roosevelt of New York is very close to the Democratic Presidential nomination. The principal sign, in this case, is the mental attitude of ex-Governor Smith. If Smith is for Roosevelt, either wants him to have the nomination or is merely willing to let him have it—in that case, Roosevelt pretty surely gets the prize. But if Smith does not want Roosevelt nominated, if Smith actively prefers some other course—in that case Roosevelt has not, to use a politician's phrase for the ultimate of impossibility, "a Chinaman's chance."

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What has happened now is that certain events seem to have revealed Smith's mind. They seem to suggest that Smith is willing to let Roosevelt go ahead and get the nomination. The events that seem to throw light on Smith's state of mind are of the sort that politicians interpret as a sailor interprets the weather. One of these weather signs showed itself in Massachusetts. There, a Democratic politician, Mayor Curley of Boston, made a public statement saying:

"Smith is a delightful man and dearly beloved, but he has had his chance. He (Smith) has made a fine record for himself, but he could not be elected and I think Smith knows that he could not be. He should, I think, announce his support of Franklin D. Roosevelt."

Now, as politicians interpet that, they begin with the fact that Massachusetts, Democratically speaking, is a strong Smith State. It is the strongest Smith State of all, stronger for Smith than even New York. In Massachusetts no Democratic politician hoping to continue to exist as such would take a step likely to be regarded as offensive by Smith. No such politician would make a gesture likely to turn out, in the future, to be harmful to Smith's wishes or purposes. Certainly no politician who had been for Smith in the past, no politician in Mayor Curley's position, would have made the statement that Mayor Curley made unless he assumed quite confidently: first, that Smith would not himself be a candidate for the Democratic Presidential nomination; and second, that Smith would not have any candidate of his own, any candidate whom he prefers over Governor Roosevelt.

Curley's action, in short, is interpreted by every politician to mean that Curley, before acting, assured himself, either directly or by inferences, that Smith does not want these Massachusetts delegates for himself or for any favorite of his other than Governor Roosevelt.

NORTHAMPTON GAZETTE 8/1/31

B. & M. EXTENDS AIR SERVICE TO MAINE

Boston, Aug. 1—The organized passenger airways of the country were extended "way down East" today. The first air service in the world wholly sponsored by railroads was inaugurated between Boston, Portland, Rockland and Bangor. A new, separate international air route for passengers and mail between Boston, Maine and the maritime provinces was created in addition. The number of commercial air miles operating in and out of New England daily was almost doubled in a day.

One of the big multi-motored 12-seater planes of the Boston-Maine Airways,Inc., went up from the Boston Airport at 9 o'clock (daylight time) with every seat taken for the inaugural run to Portland, Rockland and Bangor; giving commercial aviation a widened scope of operations in New England, under railroad direction. From Bangor, a similar flight was started on the reverse of the same run, also with a passenger list assured by advance reservations. These planes, making two miles a minute speed, reduce by hours the fastest train times. Each is equipped with two-way radio, and carries a co-pilot who is radio operator, maintaining constant communication with each airport, at which radio stations and weather bureaus have been established within the past two weeks.

Operation is by Pan American Airways Co., in cooperation with the Boston and Maine railroad and the Maine Central railroad.

The new international route was inaugurated by Pan American airways with a big amphibian plane seating 12 persons, largest of its type in the world, extending the Boston-Maine airways run to Calais and the maritime provinces. The schedule calling for six hours between Boston and Halifax, N. B., included stops en route at Portland, Bangor, Calais and St. John, N. B. Trains require 24 hours. This plane also had all seats taken.

It had been intended to have no official exercises, and to proceed with the new air service as if it had been long established, but Mayor James M. Curley decided that the occasion warranted a band, and he assigned the Firemen's band of nearly 100 pieces to provide a send-off on both the inaugural runs.

President Philip M. Payson of Portland, who was a war-time flyer overseas, and who heads the Boston-Maine Airways, Inc., which is the railroads' air subsidiary, and President J. T. Trippe, also a youthful New Englander, who heads the Pan American system of 18,500 miles of airways operating in 32 countries, were the only non-paying passengers on the inaugural trip of the Boston-Maine Airways.

On the inauguration of the international run, which performs a daily mail service in addition to passengers, Pan American carried letters from Mayor Curley and the Boston Chamber of Commerce addressed to civic heads and business organizations at each stop en route.

BURLINGTON FREE-PRESS

DWINELL AT AMHERST

Director of Markets Attends Poultry Market Study Meeting

(Special to the Free Press)

MONTPELIER, July 31.—State Director of Markets H. A. Dwinell was at Amherst, Mass., today attending the meeting of the Boston Poultry Market Study Committee which has been appointed by Mayor James Curley of Boston to investigate the marketing and producing situation in New England and especially Massachusetts. In addition to members of the local board, there were present producers and marketers from Massachusetts as well as marketing officials from all the other New England States.

The group is meeting at the buildings of the agricultural college at Amherst and will attempt to familiarize itself with conditions in the production of poultry products and their successful marketing. Dr. Dwinel states that since Vermont is among those States which are the heavy producers of live poultry, broilers and eggs he desires to become acquainted with conditions in the other states by conferring with the officials present at the conference.

NEWBURYPORT NEWS 7/30/31

TEACHERS GAVE $6700 TO FUND

Chairman Joseph J. Hurley of the Boston school committee yesterday forwarded to Mayor Curley a letter in which he set forth that Boston school teachers have contributed at least $6700 to a welfare fund of their own for the relief of the unemployed, despite the fact they have not contributed to the municipal welfare fund as charged by Mayor Curley.

WORCESTER TELEGRAM 8/2/31

ATTY. MURPHY WILL BE HOST TO D. A. V.

Disabled Veterans of the World War will have an outing and clambake at Atty. Charles F. Murphy's camp in Paxton Sunday, Aug. 30. Invited guests are Governor Ely, Senator Walsh, Mayor O'Hara, Senator Marcus A. Coolidge, Col. Edward S. Hayes, Congressman Pehr G. Holmes, Caspar Bacon, Mayor Curley of Boston, Lieut. Gov. Youngman, Eben S. Draper and John C. Mahoney.

WORCESTER TELEGRAM 8/2/31

Curley and Fall River

Just when the talk of Mayor Curley's possible opposition to Governor Ely is petering out, word comes that he is receiving encouragement from the Fall River Democrats, who are not entirely satisfied with some of the moves of the present administration.

Fall River, through several unfortunate situations beyond the control of Governor Ely, has become the sore spot of Massachusetts Democracy, with an evident division in the party ranks in the city, which has generally been generous in its Democratic vote.

The Fall River committee is planning for its annual clambake in Island park, Sept. 6. When the committee meets the latter part of this month to complete arrangements, the Curley-Ely issue may come to a head, with every evidence that the governor will have plenty of defenders. It has been decided to invite Gov. Ely and other high officials, but the dissatisfied element is prepared to fight for an invitation to Mayor Curley as well.

The Ely loyalists are not keen about having both men on the same platform, particularly with the rumor that the Boston mayor is likely to oppose the governor for renomination.

The difficulties started over the financial condition of Fall River which made it necessary for the governor to appoint a commission in accordance with an act of the Legislature. Most of the Democrats of the city had their own ideas as to the makeup of the commission, but as only three could be named there was bound to be disappointment.

When the commission found it necessary to reduce salaries of local officials and workers there was more unjustified criticism of the governor.

Adding to the flames was the selection of a Fall River police board chairman. The governor appointed chairman. There were numerous candidates. Th ecity committee endorsed James A. Fitzgerald. The governor appointed Dr. Owen L. Eagan. Soon afterward Joseph Plante resigned his post as vice-chairman of the committee. The election of his successor may come up at the next meeting and pave the way for reopening the warm discussion precipitated by Dr. Egan's appointment.

Between the appointment and the confirmation, Fall River Democrats talked quite freely of the expected formation in the city of a James M. Curley club in the interest of Curley's expected gubernatorial aspirations.

All indications now point to the taxation of chain stores becoming a prominent issue in the next state campaign. The two bills that have been filed to bring this about are creating more discussion than anticipated and men who may run for office are beginning to give them attention. From the consensus available it appears the question is likely to be more personal than party, as there is divided opinion among leaders in both major parties.

SPRINGFIELD UNION 7/29/31

Ely Seen as Likely Material for Presidential Running Mate

Political Seer Reads Potential Similarity in Cases of Coolidge and Present Incumbent of Governor's Chair on Beacon Hill.

By DONAL F. MACPHEE.

BOSTON, July 23 — What is the political future of Joseph Buell Ely of Westfield, Governor of the Commonwealth of Massachusetts and Yankee Democrat?

This question is obtruding itself on political observers of these hot July days whenever thought is given to the audacious dexterity of that political prestidigitator, James Michael Curley, Mayor of Boston. His newest trick, picked up possibly by the Mayor on his recent trip to Europe bears some resemblance to the copyrighted act of former-Gov. Alvan T. Fuller and by him developed into a fine art during the past three years.

Curley Rabbit Trick.

The trick consists of taking a little white rabbit, labeled "My Political Desires" and causing it to appear and disappear from boxes labeled "Vice-President," "Governor," "Lieutenant-Goveror," and "Nothing." The bland Mr. Curley, while apparently only smiling benignly upon a temporarily indifferent public and a highly inquisitive press, has caused his little white rabbit to pop out from each of the several boxes with a disconcerting rapidity.

But somehow, that little white rabbit keeps getting back into the box labeled "Governor." The bunny seems to like it and Mr. Curley gives no outward evidence of objecting to his pet resting there between transfers.

That may or may not be significant. But this must be remembered, the Curley technique, unlke that of Fuller, has never been one of much ballyhoo without action.

Since Josepjh B. Ely holds sway, although with decreasing security, on Beacon Hill, what do the political fates hold in store for "the young man from the sticks"? Will he be resigned another two years to occupancy of the chair donated by his Harvard Law School classmates, assuming that he can overcome the Curley opposition and keep the blue leather upholstered Harvard memento from being replaced with a shamrock-studded throne, or does he aspire to higher things?

Those knowing Joseph Buell Ely of old, from the days when the shamrock, borne by Dooley, brought anguish to the heart of the Democratic son of Westfield, suspect him of a desire for political advancement; and the sooner the better if the Ely temperament is judged aright. But, while 1932 may not be the best year for causing "our Joe" to take his alpenstock out of the closet, dust it off and caress it lovingly, it is nevertheless the year in which he might not turn a cold shoulder to the suggestion.

Cannot Be Ignored.

Joseph B. Ely, the young crusader from the West, because, by fluke of fate, he accomplished what no Western Massachusetts Democrat ever before accomplished in being elected Governor can hardly be ignored when the political crop for next year is considered. What of Ely in 1932?

give any of them Ely as a running mate and possibly you have an appeal to reach the voter.

The possibilities contained in an Ely for Vice-President boom, ably conducted and executed to a successful conclusion, may not be ignored. It spells romance and the potentialities of romance are limitless in the realm of national politics.

Thoughts might turn to another man, an adopted son of Massachusetts, who came down from the Vermont hills to achieve fame in the politics of the Commonwealth partly by grace of the good will of the late Winthrop Murray Crane—to his ascension into national politics, from Governor to Vice-President, to President and thence to the zenith of newspaper reporter (at $1 per word). There came a fateful day in 1919 and a police strike in Boston. Mayor Andrew J. Peters seemed helpless. Chaos was impending. Calvin Coolidge was Governor.

For a few hours that seemed an eternity the capital of the Commonwealth, fair Boston, who cloaks her real self in an outward semblance of unblemished spinsterhood, suffered an attack of acute moral indigestion. Dr. Coolidge, not summoned as a specialist, but acting as a practical practitioner in a time of need, prescribed the National Guard and issued a rule of political medicine that rang like a clarion call throughout the Nation. "There is no right to strike against the public safety, by anybody, anywhere, any time."

Those words, hurtled at lightning speed by press service wires into every nook of the country, elicited commendation from North and South, from East and West including the Democratic President of the United States, Woodrow Wilson.

That statement "made" Coolidge. From just a Governor of Massachusetts he became a national figure. He had done something out of the ordinary. He was available for political preferment.

The day soon came when that statement had its reward. That which followed is well known. It is a thrilling tale of the politically unexpected, but of no moment here.

Turning abruptly to the present, Joseph Buell Ely of Westfield is a Democrat and not a Republican; but, like Calvin Coolidge, a potential man toward whom the gods of political destiny might lean kindly.

Running Mate Possibilities.

Massachusettts, a Republican State for so many years that the hoariest of political observers cannot remember otherwise, went Democratic in 1930. Such things have happened before. Fifteen years ago we had a Democratic Governor in the person of the now United States Senator David I Walsh. It happened since the Civil War. Those occurrences, however, are easily explained away by Republicans, but the debacle of 1930 may not be explained away easily. It may not be amenable to the excuses of the past.

Massachusetts in 1930, it is claimed, definitely ceased to be a Republican State, as such. On the other hand, Massachusetts in 1930 did not become a Democratic State. Massachusetts in 1930 achieved political independence so far as the two major parties are concerned and became a subject of the "independent vote," which acts as it sees fit; swayed more by issues and men than by the party tag.

Gov. Joseph Buell Ely, by virtue of being the lucky figurehead for the Democracy in the transition period of the Old Bay State, attains national significance in the Tribe of Jefferson. His significance is greatly enhanced by the fact that he is the only son of Western Massachusetts Democracy ever to scale the hights of Beacon Hill and he came at a time when Massachusetts became politically unsexed. As Calvin Coolidge was to the Republican party, so Joseph B. Ely may be to the Democratic party. His is a name to conjure with—perhaps the man of destiny in 1932.

There is romance in the name of Ely. There is something to capitalize upon in that deriding Curley caption, "the young man from the sticks."

Presidential politics need more romance, glamor, a spur to arouse public interest. There is little of that in Roosevelt, Youn, Ritchie or Baker—all men of presidential timber. But

ATTLEBORO SUN 7/27/31

New Mark at Boston

Boston, July 29 (AP)—New England temperatures today rose to record-breaking heights in the third day of the heat wave. Several prostrations were reported in greater Boston and Worcester.

The official temperature in Boston at noon was 95 degrees, one degree higher than the record for this date set in 1894. Providence reported a mark of 92 at the same hour Springfield reported 92, and Portland, Me., 93.

New Haven was the only city reporting a lower temperature than yesterday with a mark of 88, one degree less. Burlington, Vt., also reported high temperatures.

The U. S. weather bureau here predicted relief late tonight in the form of thunder showers. Cooler weather tomorrow afternoon and night with a change of the wind from the southwest to the northwest appeared certain the forecasters said.

The intensity of the heat caused the virtual suspension of work at noon in the city hall of Chelsea and Cambridge. For the second successive day, Gov. Joseph B. Ely ordered the dismissal of employes of Massachusetts State House departments for the afternoon with the retention only of skeleton forces. Five hundred granite cutters in Quincy quit work at noon and workmen on city jobs in Providence did the same.

Mayor James M. Curley of Boston ordered many streets in the tenement districts roped off while the fire department operated sprinklers for the benefit of children playing there. Activities in the city playgrounds were held to a minimum.

WORCESTER GAZETTE 7/28/31

Democrats of the South to oppose the nomination of Roosevelt, is additional confirmation that Roosevelt is leading candidate.

Many Supporters in West

A native of Massachusetts, Senator Burton K. Wheeler of Montana was one of the earliest Roosevelt boosters, and the West is now well spotted with workers toward this end. Senator Dill of Washington is among the most active for Roosevelt. Senator George W. Norris of Nebraska as a leader of the Republican progressives has given the Roosevelt candidacy valuable support by his expressed admiration for the New York governor because of his stand on the water power question. His rallying cry, "What is needed in the White House is another Roosevelt," is be-re-echoed throughout the West.

Joseph F. Guffey, former Democratic national committeeman from Pennsylvania, one of the most level-headed and far-seeing men in the party and whose influence and counsels are still forces to be reckoned with, has thrown aboard the Roosevelt band wagon the biggest block of voters yet tied up for any candidate. He declared that 66 of the 72 delegates Pennsylvania will send to the Democratic national convention will be for Roosevelt.

"Tony" Cermak, a new power in the Democratic party, mayor of Chicago, on a visit to New York the other day, sounded out Al Smith and reported that the former standard-bearer of the party, will not only not seek the Democratic nomination himself but is friendly to Roosevelt. Sermak also assured the wet voters that "Roosevelt is wet" enough for the Democrats of Illinois, than whom there are no wetter unless it may be in Massachusetts.

Bay State Reckoned In

And in the old Bay State, which amazed the country by tearing itself out of the Republican column, such Democratic leaders as Sent. David I. Walsh and Mayor James M. Curley of Boston have declared themselves friendly to Roosevelt, while Senator Walsh explains that Al Smith is still the first choice of the Democrats of Massachusetts, until he definitely eliminates himself. Thus the torches for Roosevelt were raised while these two Democratic spokesmen were luncheon guests on the North shore of Col. E. M. House, the power behind the throne of the Wilson administration, who is now one of the main backers of the Roosevelt boom.

Southern senators and House members are almost unanimous in declaring themselves as ready to work for the election of Roosevelt. Some of them hail him as chief because they credit him with being largely responsible for heading off John J. Raskob, chairman of the Democratic national convention, in his effort last March to have the national committee go on record as favoring a plank in the 1932 Democratic platform favoring a return of the control of the liquor traffic to the states.

Call Roosevelt Southerner

They consider Roosevelt as one of them because he has for years been spending part of his time in the South, in an effort to refain the complete use of his legs, following an attack of infantile paralysis in 1921. Today most of these Southern Democratic leaders say in confidence that they are for the nomination of Roosevelt and they are confident he will be nominated and elected.

Direct reports have reached the Washington headquarters of the party that Democratic leaders in New Yorw who at one time were inclined to be divided over the Roosevelt-for-President boom, are getting together more and more. Owen D. Young and Al Smith are being urged by some admirers for the nomination, but the advantage seems to be clearly with the present governor. Sen. Robert F. Wagner of New York, it is believed, will at the proper time announce his support of the Roosevelt candidacy. Wagner's strength in New York's Democracy is very considerable.

Reports from West Virginia line up leading Democrats, among them Clem Shaver, former Democratic national chairman, for the Roosevelt nomination, also.

RICHARDS.

WORCESTER GAZETTE 7/27/31

Must Wait 62 Years For Memorial Pantheon

BOSTON, July 27 (AP)—A check for $25,000 was today handed Mayor James M. Curley by Percival P. Baxter, former governor of Maine, and son of the late James P. Baxter, six times mayor of Portland.

The check represents part of a $50,000 bequest under James Baxter's will to the city of Boston for the erection of a memorial pantheon to the founders of New England. The money is to be kept on compound interest until $1,000,000 accumulates, in about 62 years.

James Baxter died in 1921. The first $5000 of the bequest was paid in 1923. The will provides that when a building committee is selected it include members of the American Antiquarian society of Worcester, the New England Historical and Genealogical society of Boston and the Massachusetts Historical society. The testator was a member of all three societies. At the time of his death he was considered a leading New England historian.

SPRINGFIELD UNION 7/28/31

Fund for Memorial Given Boston Mayor

Check Is Part of $50,000 Willed by Former Portland (Me.) Mayor.

BOSTON, July 27—(AP) A check for $45,000 today was handed Mayor James M. Curley by Percival P. Baxter, former Governor of Maine and son of the late James P. Baxter, six times Mayor of Portland.

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SALEM NEWS 7/28/31

Curley Gets $45,000 Check for Pantheon To N. E. Founders

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QUINCY NEWS 7/28/31

Local Folk at Convention of British Lodge

Theodore Parsons and Joseph J. Spargo of Granite lodge, American Order Sons of St. George, of Quincy, and Mrs. Ethel O'Brien and Mrs. Margaret Catough of English Ivy lodge of this city, were members of convention committee in charge of the 43rd annual grand lodge session of the New England divisions at Boston over the week-end.

There were 250 delegates registered when the convention opened Friday. They were addressed by Daniel H. Rose of the Boston election department, representing Mayor James M. Curley. Memorial services followed after which there was a boat trip to Nantasket where they were guests of the City of Boston at a lobster dinner.

On Friday night the annual banquet and entertainment were held. Representatives and members of 48 lodges, vice consuls from the British consulate, and Mayor Curley were presented.

The Boston mayor was given an ovation when presented by Robert W. Cooper of Chelsea, past grand president. He described his recent visit to England and thanked the order for promoting a more friendly feeling and a better understanding between the people of English speaking lands.

He spoke of the peace that has reigned between the United States and Canada for more than 100 years.

Walter H. Heaman, grand president-elect, pleaded with members to Americanize their ideas and to honor the country that is giving them protection.

Others present were S. H. Bernard, British vice consul; J. A. Brennen of the British consulate; Past Supreme President William F. Barlow of Boston; Past Supreme President John Orrell of Lowell; Supreme Secretary Arthur Brown of Brockton; Supreme Chaplain George Watts of Worcester.

Grand lodge officers elected were Past Grand President Alfred Wigglesworth of Holyoke; Grand President Walter H. Heaman of East Boston; Grand Vice-President William Porter of Manchester, N. H.; Grand Secretary John W. C. Sargent of Cambridge; Grand Treasurer William J. Platt of East Boston; Grand Messenger Benjamin Barnes of Fall River; Grand Assistant Secretary J. Woodhead of Sanford, Me.; Grand Assistant Messenger Fred J. Banks of Lewiston, Me.; Grand Chaplain C. W. Wyatt of Fitchburg; Grand Inside Sentinel Arthur Mottram of Portland, Me.; Grand Trustee George F. Watts of Worcester; Chairman Finance Committee Walter Towers of Brockton; Chairman Law Committee Robert W. Cooper of Chelsea; Chairman of Appeals and Grievance Committee Herbert Horsfall of North Adams.

The convention closed its session Saturday when the members of the Daughters of St George entertained the women visitors with a luncheon served by the Hotel Bradford management on the roof garden.

WORCESTER GAZETTE 7/28/31

Gift For Hub Pantheon

(Associated Press Photos)

Former Governor Percival P. Baxter of Maine, second from right, handing to Mayor James M. Curley, of Boston, second from left, a check for $45,000, representing the balance of a $50,000 gift left by former Governor Baxter's father, James Baxter, six times mayor of Portland, Me. The money is to be left on compound interest until it grows to $1,000,000, when it is to be used for the erection of a pantheon in memory of the founders of New England. On the extreme left is City Treasurer Edward L. Dolan; on right, Rupert S. Carven, city auditor.

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WORCESTER TELEGRAM 7/26/31

attention to the fact that the work there is four months ahead of schedule; that despite the difficulties and dangers of such work, traffic has not been seriously interrupted, and no lives have been lost in the operations; also that the work is being done by war veterans, most of them men with families. So here is a "politically-managed" construction job being done expeditiously and well. The exhibit helps the mayor, of course.

In this day of debatable values, we may perhaps quote a story of a woman who called on a lawyer, seeking a divorce from her husband. The lawyer listened, and then said, "All right. For a small retainer, I will start the preliminary work on the case."

"What do you mean by a small retainer?" asked the good lady.

"Oh," said the lawyer, "about $500."

"Huh!" said the lady, as she walked towards the door. "Nothing doing; $500 be darned. I can get him shot for $10."

SPRINGFIELD UNION 7/26/31

ROOSEVELT NOW REAL CANDIDATE LEADERS ADMIT

Democratic Chieftains at Washington Frankly Astonished at Way Boom Sweeping the Country

ALL SAY HE WILL BE "HARD MAN TO BEAT"

West Well Spotted With Boosters, Pennsylvania Committeeman Promises Strong Support, Cermak Indorses Him, Southerners Confidentially For New York Executive

From The Republican's Washington Bureau

Washington, July 25—Democratic leaders here are frankly astonished at the way in which the Franklin Roosevelt boom, which started months ago in the West and South, is sweeping the country. The governor of New York is now recognized by both Republican and Democratic party leaders as the one outstanding candidate in either party for the presidential nomination, and all agree that "he will be a hard man to beat."

Stronger Than Smith Was

Roosevelt today is stronger than Gov Alfred E. Smith of New York, his predecessor in the gubernatorial office, was before the Democratic national convention in 1927. He has the whole-hearted and enthusiastic support of the southern Democratic leaders who were only reluctantly for Smith and even predicted his defeat. Even the statement during the past week of Dr Arthur J. Barton of Atlanta, Ga., chairman of the executive committee of the Antisaloon League of America calling upon the dry Democrats of the South to oppose the nomination of Roosevelt, is additional confirmation that Roosevelt is leading candidate.

A native of Massachusetts, Senator Burton K. Wheeler of Montana was one of the earliest Roosevelt boosters, and the West is now well spotted with workers toward this end. Senator Dill of Washington is among the most active for Roosevelt. Senator George W. Norris of Nebraska as a leader of the Republican progressives, has given the Roosevelt candidacy valuable support by his expressed admiration for the New York governor because of his stand on the waterpower question. His rallying cry, "What is needed in the White House is another Roosevelt," is being reechoed throughout the West.

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Walsh and Curley Friends

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Reports from West Virginia line up leading Democrats, among them Clem Shaver, former Democratic national chairman, for the Roosevelt nomination, also.

PORTLAND PRESS-HERALD 7/26/31

ALTHOUGH THE CITY of Boston had to pay Post and Gatty, the around the world aviators, to be the guests of the municipality last Tuesday, the city and state gave the two fliers just as warm a welcome as if they had been paying a friendly call instead of coming to give a paid show. A representative of Mayor Curley extended to them the freedom of the city or something like that and the governor presented them with a couple of the state seals of Massachusetts. This was all very fine, of course, and made a nice party. But so far as we know it was unusual. Paying guests are not uncommon, but the paid guest introduces a new idea in hospitality.

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WORCESTER TELEGRAM 7/26/31

idea. If there is a popular uprising in his behalf, he will listen—as who would not? No police reserves have yet been called out to handle the crowds.

Cost o' Campaigns

Very likely, one consideration that deters Mr. Haigis, as it must deter many men, is the cost of the campaign—and the financial sacrifice demanded by occupancy of the office when won. Politics is an expensive game, win or lose. We live in an essentially money age. People think more of money, need more money to keep up with the Joneses, than their ancestors did. The plain old days are gone. The man who, a generation ago, was thought on the high road to wealth if he owned a horse and buggy, costing (with the harness) perhaps around $300 altogether, today, thinks himself close to poverty if his car costs less than $2000. The man, whose father was a power in the land and lived in a house of seven rooms, costing around $6000, now needs a $35,000 home or better with two maids and a gardener, not to mention a bootlegger. Who's going to pay for politics?

This consideration is even more pressing in the case of second place on the ticket. None, but a rich man can safely play with that. The salary of the lieutenant-governor is small. The duties of the office, while not in themselves oppressive, are such as to debar a man from earning much money at his business or his profession, while he is serving the state.

Democratic Disquiet

As for the increasing attractiveness of the governorship nomination in the Republican party, it comes from the advent of signs that the strength of the present governor appears to be slipping; not through any act or omission of the governor in recent weeks, but from a growing mutter of dissatisfaction and disaffection in two places, where the Democratic vote is normally strong, and where any Democratic candidate for governor, today, must look for support if he is to win the state—districts also where Mr. Ely did have strong support a year ago.

These two districts are Fall River and Cambridge. It has been apparent for some time that Fall River was slipping away from the Democratic column. Hard times helped elect the Democratic candidates last year. Hard times in the textile centers are not ended. The emotional and dramatic effect of the governor's spending program is fading away. Fall River finds itself in dire extremity, with climbing taxes and declining prosperity. There is a tough job in that city, and, however stout and able may be the program of rehabilitation, the process towards restored prosperity is necessarily a slow one. Politics does not wait. Politics does not take nourishment from logic. It is emotional, always. The Fall River situation grows more and more menacing to Democratic success.

Over in Cambridge is the principal poison of the redistricting bill working. The Legislature had a difficult problem, in redistricting the state so as to make 15 congressional seats grow where 16 had grown before. It is an ancient truism in politics that the hardest thing to do is to take something away from someone and make them like it. There was no possibility of a satisfactory redistricting bill. The legislators and the governor, of course, knew this. They did what they believed to be the best possible thing. We see no reason for questioning their entire sincerity. The result was the new law. Throughout the state it went well enough, all things considered. The one really sore spot was Cambridge. Not only did it throw two distinguished men—Luce and Dallinger—into mutual conflict, which displeases the friends of each and the Republicans in general, but it carves the city among so many congressional districts that a Cambridge resident needs a map and a guide to find out where he is.

This Cambridge situation interests both Republicans and Democrats, and in both cases operates to the governor's disadvantage if, or when, he is a candidate for re-election. It will cost him Republican votes and it will cost him Democratic votes.

Curley Strategy

The Cambridge situation, is also beginning to have a bearing on the Democratic primary. One eminent and emergetic Democrat there, whom we will not name, is working hard to stir up opposition to the Ely renomination, and is going about saying that the salvation of the Democratic party rests on the nomination of James Michael Curley. When we ventured to say to him that it was our idea that the mayor might not be eager to enter any such race (this despite sidewalk gossip that he was r'arin' to go), his reply was:

"Jim Curley won't run? He won't run? Why, by gosh, we'll push him in!"

We don't get any very clear notion of anyone pushing Mr. Curley. If we had a pushing urge, we would go out and lean against Bunker Hill monument or something else like that in preference to trying to push Mr. Curley.

The Curley strategy, or plan, is plain enough, and entirely correct. Of course he would like to be governor. He has the ambition and he has the ability. No one disputes that. Also, he is a master in politics. He climbs political mountains, but he does not jump off precipices. He will run in the primary against Ely if he sees better than an even chance to win the nomination. He believes that if he wins the nomination, he will win the election. He is not going to enter any primary, where all he can get is exercise. His position remains as we have stated in other letters—watchful waiting. If the breaks come right, in he goes. Meantime, he is not going to commit himself unnecessarily nor prematurely.

The second change in the political situation, in addition to the increasing desirability and value of the Republican nomination against Ely, is the improving chances of Mr. Curley as a potential nominee. And both of these changes rest on the same foundation of facts—the political discontent in Fall River and in Cambridge. In both cases, these operate against the chances of the present governor.

Just as a little sidelight on the Curley status, we may make note of his visit to the excavations, where the Boston subway is being extended under Governor square—the prize traffic congestion spot of outer Boston—on the anniversary of the day he turned the first shovelful of earth. He drew

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WORCESTER TELEGRAM 7/26/31

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Just as a little sidelight on the Curley status, we may make note of his visit to the excavations, where the Boston subway is being extended under Governor square—the prize traffic congestion spot of outer Boston—on the anniversary of the day, he turned the first shovelful of earth. He drew

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Is Ely Slipping?

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By BEACON HILL

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A Haigis Boom

The week has produced, or revived, a possible candidacy for the Republican nomination for governor to oppose Mr. Youngman in the primaries. It is one of the curiosities of our current politics, and we have occasionally referred to it, that the political woods are full of political leaders (who do not appear to be leading anyone yet) who are fervent in their desire to defeat Mr. Youngman for the nomination—and who appear to be about to undertake the somewhat difficult task of doing it without a candidate. We have heard this anti-Youngman talk for a long time, in concentratedly political circles, and in all this discussion we have never heard mentioned any individual who is likely to get the nomination away from him.

It is our unbiased opinion at the moment that Mr. Youngman has no serious opposition expressed terms of any individual candidacy, though 's plenty of it stated in terms of hostility e elect—but not elected.

The new personality injected into this situation is a good man, an able man, and a man strong in the western part of the state—John W. Haigis, of Greenfield, who served well on Beacon Hill and was for a little time in the office of state treasurer, following the elevation of Mr. Youngman to the lieutenant-governorship.

This mention of Mr. Haigis is obviously another political kite sent up by those who want to find who, if anyone, has any political strength in the Republican party. So far, a number of such kites have been flown, and the lightning has avoided every one of them. How about Haigis?

Other Booms

For a time, all the talk was of Alvan Tufts Fuller; it was moving, to listen to the enthusiastic encomiums on this ex-governor from the lips of those who, a few years ago, would have voted to have him politically drawn and quartered. In their animosity towards Youngman, some of these party men found virtues in Fuller, which they certainly never before had recognized or suspected. This wild enthusiasm has rather petered out. Mr. Fuller likes to stir the animals up, and he will, undoubtedly, continue to do so for so long as the ink and paper supply hold firm. That he will enter the primary race against Youngman seems a very remote chance now. It remains possible; all things remain possible in his case, for he makes quick decisions. It remains possible, but grows unlikely.

There was talk of resurrecting Eben Sumner Draper, as a wet candidate, basing this rehabilitation on a reconciliation (if that's the word) with William Morgan Butler. Since the suggestion was made (by a man long active and sometimes highly effective in party councils) there has not been a single flutter of general interest in the idea. Gaspar Bacon has declined to be led into a swamp of uncertainty, and is not at present considering any such shift from his present plans to go after (and get) the second place on the ticket. Last week, we brought forward a suggestion made from a good source—the name of Joseph Wiggin. That, also, has not stirred wild mass meetings.

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idea. If there is a popular uprising in his behalf, he will listen—as who would not? No police reserves have yet been called out to handle the crowds.

Cost of Campaigns

Very likely, one consideration that deters Mr. Haigis, as it must deter many men, is the cost of the campaign—and the financial sacrifice demanded by occupancy of the office when won. Politics is an expensive game, win or lose. We live in an essentially money age. People think more of money, need more money to keep up with the Joneses, than their ancestors did. The plain old days are gone. The man who, a generation ago, was thought on the high road to wealth if he owned a horse and buggy, costing (with the harness) perhaps around $300 altogether, today, thinks himself close to poverty if his car costs less than $2000. The man, whose father was a power in the land and lived in a house of seven rooms, costing around $6000, now needs a $35,000 home or better with two maids and a gardener, not to mention a bootlegger. Who's going to pay for politics?

This consideration is even more pressing in the case of second place on the ticket. None, but a rich man can safely play with that. The salary of the lieutenant-governor is small. The duties of the office, while not in themselves oppressive, are such as to debar a man from earning much money at his business or his profession, while he is serving the state.

Democratic Disquiet

As for the increasing attractiveness of the governorship nomination in the Republican party, it comes from the advent of signs that the strength of the present governor appears to be slipping; not through any act or omission of the governor in recent weeks, but from a growing mutter of dissatisfaction and disaffection in two places, where the Democratic vote is normally strong, and where any Democratic candidate for governor, today, must look for support if he is to win the state—districts also where Mr. Ely did have strong support a year ago.

These two districts are Fall River and Cambridge. It has been apparent for some time that Fall River was slipping away from the Democratic column. Hard times helped elect the Democratic candidates last year. Hard times in the textile centers are not ended. The emotional and dramatic effect of the governor's spending program is fading away. Fall River finds itself in dire extremity, with climbing taxes and declining prosperity. There is a tough job in that city, and, however stout and able may be the program of rehabilitation, the process towards restored prosperity is necessarily a slow one. Politics does not wait. Politics does not take nourishment from logic. It is emotional, always. The Fall River situation grows more and more menacing to Democratic success.

Over in Cambridge is the principal poison of the redistricting bill working. The Legislature had a difficult problem, in redistricting the state so as to make 15 congressional seats grow where 16 had grown before. It is an ancient truism in politics that the hardest thing to do is to take something away from someone and make them like it. There was no possibility of a satisfactory redistricting bill. The legislators and the governor, of course, knew this. They did what they believed to be the best possible thing. We see no reason for questioning their entire sincerity. The result was the new law. Throughout the state it went well enough, all things considered. The one really sore spot was Cambridge. Not only did it throw two distinguished men—Luce and Dallinger—into mutual conflict, which displeases the friends of each and the Republicans in general, but it carves the city among so many congressional districts that a Cambridge resident needs a map and a guide to find out where he is.

This Cambridge situation interests both Republicans and Democrats, and in both cases operates to the governor's disadvantage if, or when, he is a candidate for re-election. It will cost him Republican votes and it will cost him Democratic votes.

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